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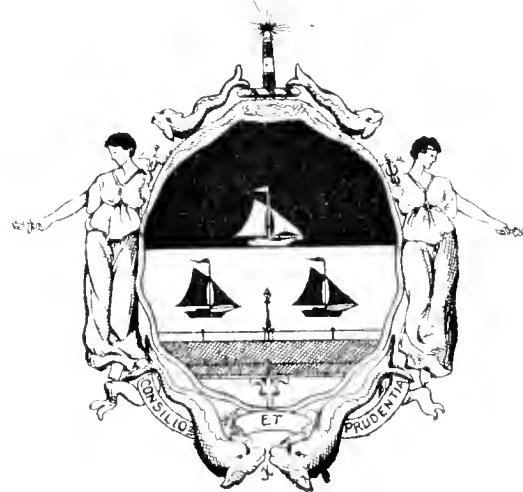
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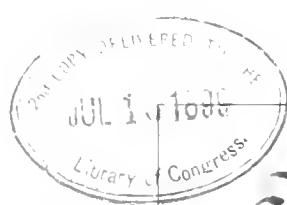
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THE
DAILY UNION
HISTORY



OF
ATLANTIC CITY
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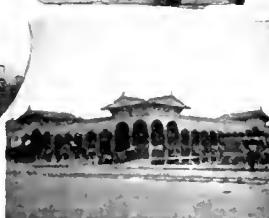
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FOOT OF MASSACHUSETTS
AVE. IN 1876



LIFE SAVING STATION.



READING DEPOT.



FIRST BIG WHEEL.



VIEW FROM LIGHTHOUSE IN 1898.



TENNESSE AVE.
FROM THE BEACH



1ST LIFE SAVING STATION.



OLD SEAVIEW
EXCURSION HOUSE.



INLET FROM
THE LIGHTHOUSE



INLET FROM THE LIGHTHOUSE

"IN DAYS OF OLD"

SPECIAL EDITION FOR THE AMERICAN INSTITUTE OF HOMOEOPATHY

THE DAILY UNION HISTORY OF ATLANTIC CITY, N.J.

CONTAINING SKETCHES OF THE PAST AND PRESENT OF ATLANTIC CITY
AND COUNTY, WITH MAPS AND ILLUSTRATIONS

SPECIALLY PREPARED

BY

JOHN F. HALL

AND

GEORGE W. BLOODGOOD

ISSUED FROM THE OFFICE OF THE
DAILY UNION PRINTING COMPANY
ATLANTIC CITY, N. J.
1809

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1866

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Introduction.



HUNDREDS of bright writers have found pleasure and profit in picturing Atlantic City, these many years, and it is more of a pastime than a task for one who, during the last twenty years has been writing of and for the city, to tell the story of its phenomenal growth and gratifying prosperity. From the most inaccessible and least habitable corner, this island has become the most populous and attractive business centre of Atlantic County. From a briar-covered area of duck ponds and sand hills, these acres have become a modern city of fine hotels and handsome cottages, and attractive stores and business blocks; a summer health resort, and winter sanitarium, with regularly laid out and paved streets; ample water supply; complete sewerage; electric lights; first-class fire protection, and all the appointments of a modern city.

From being the home and plantation of a stalwart soldier of the Revolution, the scene of shipwrecks, and a resort for an occasional sportsman, and summer "beach parties," this strip of sand on the edge of the Continent has become famed throughout the world as the most popular bathing resort in summer and the most comfortable and satisfactory health resort in winter, for persons who would escape the vigorous climate of Northern cities, and find rest and milder temperature not too far from great business centres.

Natural causes and well warranted enterprises have operated to effect the remarkable changes of forty-five years. The decline of Atlantic County in thrift, and manufacturing enterprises, is not less striking than the rise of Atlantic City like a Phoenix from forbidding sand dunes to be what it is to-day.

English Quakers and their associates, two hundred years ago, took possession of West Jersey in search of religious liberty, and laid the foundation for the thrift and progress which has followed through their descendants. They dealt justly with the Indians and lived peaceably with each other, and made it possible for an educated, religious, and prosperous people to subdue the wilderness, erect glass and iron works, build ships out of the cedar swamps, and enjoy the great natural privileges of the bays and rivers of the coast.

In spite of the devastation of the War for Independence the progress of West Jersey continued. Roads were opened, churches built, and good old-fashioned families raised. The sailors and whalers from Long Island and New England moved down the coast, till the territory now included in Atlantic County, at the beginning of the century, had a population of four thousand, which fifty years later, when the first railroad was built, had increased to ten thousand people.

To sketch clearly and concisely the honorable record of Atlantic County, since it was created, and forge accurately the strong links in the interesting chain of events that have made Atlantic City as the stranger finds it to-day, its favored location, out in the sea, its sanitary conditions and surroundings, its commendable enterprises, its leading citizens, its popular features, up-to-date hotels, and unsurpassed railroad facilities will be the scope and purpose of this book.



The Earliest Settlers.



PREVIOUS to the advent of Jeremiah Leeds upon "Absecon" beach as a permanent settler, there had been squatters or temporary residents here. Whatever title to the lands there might have been at that early day seems to have vested in the numerous Steelman family or in the West Jersey proprietors, successors to the King before the War for Independence.

The abundance of game and fish, the frequency of shipwrecks and the undisturbed isolation of the island, must have made it an attractive spot for refugees from war or justice.

Several cabins had been built and clearings made among the sand-hills when Jeremiah first stepped foot upon the soil, making it first his temporary and in about 1783 his permanent abode.

These different clearings or "fields" as they were called, even after Leeds little by little acquired title and control to almost the entire island, bore different names. "Dan's Field," so called from its traditional pioneer, Dan Ireland, contained several acres and was located within gun shot of where the Elks' Building now stands. The ruins of an old shanty are still remembered by surviving members of the Leeds family.

"Fid's Field," so called from Frederick Steelman, its first cultivator, was between Arctic and Baltic, Tennessee and

New York avenues, where Richard Hackett built his first house in 1844 and lived for nearly or quite fifty years.

"Samp's Field," which took its name from Hezediah Sampson, included the present site of Central M. E. Church and the First Baptist Church, on Pacific Avenue.

"Inlet Field" was a leveled clearing, where the old salt works were built at the Inlet, at present mostly located in the Inlet Channel outside the Boardwalk.



DOUGHTY'S CABIN, BUILT 1740.

"Beach Field" was near the corner of Massachusetts and Atlantic Avenues, nearer the beach than the "old field" where pioneer Leeds spent the last fifty years of his long life.

On the inside Beach at South Atlantic in an obscure spot was a cave or hiding place occupied for a time during the war of 1812 by one Bill Day, an alleged deserter, who was employed by Hezediah Sampson, who lived near, and who would give Day a signal when danger was nigh so he could escape to his cave and elude his pursuers.



OLD WHALER BEACHED.

Atlantic City before the Railroad.



In 1852, when the first railroad was agitated, seven houses stood where Atlantic City stands to-day. The first of these was the last residence of Jeremiah Leeds. It was still occupied by his family and was a frame structure standing at the corner of Baltic and Massachusetts Avenue.

Soon after the death of Jeremiah Leeds in 1838 a two-story addition was built to it and the widow, "Aunt Millie," as she was called, then forty-eight years of age, engaged more extensively in the business of taking boarders. Sportsmen from the city then as now found a visit to the seashore enjoyable. For ten or a dozen years "Aunt Millie" had the only licensed house on the island. In 1853, just before the building of the railroad, she rented the property to one Thomas McNeelis and went to live with her oldest son, Chalkley, where she spent the last twenty years of her life.

Close to it stood the cedar log house in which patriarch Leeds lived many years. This was built of good cedar logs, shingled on the outside and sealed with plowed and grooved boards inside. It had two rooms below and plenty of chamber room above. An ordinary man could walk under the mantle into the large open fireplace which had but one jamb, so that large logs could be rolled in and one end burned off, when the log could be pulled up into the fire. This saved chopping wood. This house was used as a shed and storeroom when a larger frame house was built near it later, and was finally torn down in 1853, when the railroad was building and the cedar logs were converted into shingles.

The next house in point of age standing at that time was the residence of Andrew Leeds, youngest son of Jeremiah by his first wife. It stood where a section of it still stands as a part of the Island House property, near the drawbridge. It was built about 1815 and was a conspicuous landmark from the bay side of the island.



HOUSE OF ANDREW LEEDS.

The next house was at the old salt works near the head of Baltic Avenue, where the Inlet channel now flows. It was built and occupied by one John Bryant, who operated the salt works till one John Horner came here from Tuckerton, when Bryant moved to Absecon. The building is still standing, being a portion of the residence of Irving Lee on Pennsylvania Avenue.

Another of those island homes was the residence of Ryan Adams, at Delaware and Arctic Avenues. In it the first city election was held. The building is still standing, but not on the original site.

The next house was the home of John Leeds, a son of Andrew, at Arctic near Indiana Avenue. This building is still in use.

The sixth house was the home of James Leeds, another son of Andrew, at Arctic and Arkansas Avenues. It now forms part of the second story of a tenement on Arkansas Avenue above Arctic.



HOUSE OF JOHN LEEDS



HOUSE OF JAMES LEEDS.

The seventh and last house to be built on the island before the railroad was that of Richard Hackett and Judith Leeds. It was erected in 1844 and was demolished in 1898. It stood in an open square near Baltic Avenue between New York and Tennessee.

The first log hut that was occupied by Jeremiah Leeds when he first came to this island in 1783 to live permanently, stood near the corner of Arctic and Arkansas Avenues in what was afterwards known as the old Leeds Field. In this rude cabin the children by his first wife were born.

Till the narrow gauge railroad was built in 1877, a cedar tree marked the site of the fireplace of this first log house, which was torn down when Jeremiah built a better one nearer the Inlet. That cedar tree is still preserved as a post and is the property of Mrs. Abbie Leeds, of this city.

In addition to these seven houses which stood within the present city limits, there were two or three houses at or near South Atlantic City, where different families have always lived.

The First Visit and the First Train.



THE first visit of the new railroad directors to the site of the proposed bathing village was made in June, 1852. After a tedious drive by carriage across the country they reached Absecon and thence proceeded by boat to the forbidding sand hills which little suggested the site of a city.

But the discouraging aspect of the island was made an argument in favor of buying up the land at a nominal figure, which the railroad when operated would vastly enhance in value.

The party, consisting of Samuel Richards, W. Dwight, Bell and Rich'd B. Osborne, Dr. Jonathan Pitney and Gen. Enoch Doughty, landed at the Inlet and spent a few hours inspecting the plantation or estate of the Leeds family. They came unannounced, received no welcome, and were unable even to get dinner before they left for the mainland. Some of them questioned if the soft meadows would bear up a railroad train or an engine, but were assured by the engineer, Richard B. Osborne, that their fears were groundless. The extension of the road from Winslow to the ocean all depended upon reaching the beach and successfully establishing a "bathing village" thereon.

At the meeting of the directors, August 25, 1852, the location of the road to Winslow was settled and John C. DaCosta succeeded Thomas H. Richards as director and was elected President of the small board.

September 28, 1852, Samuel Richards was chosen Secretary, pro tem., and the action of a special committee was confirmed to buy one thousand tons of iron at fifty-five dollars per ton.

December 10, 1852, Andrew K. Hay, was elected President to succeed John C. DaCosta, who resigned.

January 7, 1853, DaCosta and Richards were given full power to close the contract for ferry-boats and property at the Vine street wharf.

January 31, 1853, committee reported they had purchased 168 acres of Mark Reed at ten dollars per acre on Absecon Beach.

March 10, 1853, sale of land to Wm. Neligh, at one hundred dollars per acre, confirmed, provided he give security that one wing of the United States Hotel on the property be completed by July 1st, following.

May 30, 1853. Executive Committee authorized to negotiate five hundred thousand dollars of the company's bonds.

January 2, 1854. Train time adopted to and from Atlantic. Richards and others to arrange for the opening of the road, six hundred tickets to be issued.

September 2, 1852, the construction work was sublet to P. O'Reilly and he two days later received bids from sub-contractors for sections of one mile each.

The crossing of the Camden and Amboy railroads at Tenth Street in Camden was effected one night in July, 1853.

On June 20th of that year the whole arrangement of the contract for the construction was given over by P. O'Reilly to John H. Osborne, civil engineer, who completed the remaining portion, which was about three-fourths of the whole contract. Rails were laid at Absecon, and also from Camden to Haddonfield in August, 1853.

Passenger trains commenced running from Camden to Haddonfield the same month and to Winslow, 27 miles, regularly in January, 1854.

The winter had been mild and open and favorable to work on the railroad, but in February a storm tide made a clean sweep of the roadbed which had been graded on the meadows, and again the following April a terrible northeast storm prevailed for a week, flooding the meadows, sweeping away miles of the graded roadbed which was ready for the track and scattering the ties and wheelbarrows for miles along the coast. This was the storm which wrecked the emigrant steamer Powhattan on Long Beach, April 16, 1854, when 311 lives were lost and some eighty bodies were picked up and buried in this county. The track was then laid on the original sod where it remained securely for twenty-five years.

Damages were repaired and the whole work completed in time to celebrate the opening of the entire line with a special excursion on July 1, 1854. The pioneer excursion train of nine cars, attached to the new engine "Atsion" steamed out of the Camden station at 9:30 o'clock that morning. There were six hundred invited guests aboard, stockholders, merchants and newspaper men, from Philadelphia, Camden, and New York. Several stops were made at Haddonfield, Waterford, Winslow, and Absecon, where salutes with guns and floral welcomes were given in honor of the event. It was the consummation of twenty-two months of hard work which involved the expenditure of \$1,274,030 with only \$240,100 paid in for capital stock. The train arrived at the United States Hotel, which then faced on Atlantic Avenue, at 12 M., making the run of 58 6 10 miles in 2 $\frac{1}{2}$ hours. A banquet was spread in the big saloon of the new hotel. Judge Grier presided and spirited addresses were made by Henry C. Carey,

Abraham Browning, J. C. TenEyck, Gen. Wyncoop, John C. DaCosta, Thomas H. Dudley, and others. That event was celebrated by the survivors twenty-five years later, after a beautiful city had been built and when the wisdom and enterprise of the pioneers and promoters could be appreciated and their fondest anticipations be so fully realized.

Every train that has crossed the meadows since has added more or less to the business, wealth and population of the island.

The train and its guests made the return trip in equally good time, leaving the hotel at five or six o'clock. Three days later the road was opened to travel and trains run regularly. The earnings of the road, the first full year, ending with June, 1855, was \$122,415, which was more than Mr. Richards' first and only estimate, and the expenses were \$71,751. Robert Frazer was the faithful and trusted Secretary and Treasurer of the Company from November, 1852, till November, 1863, 11 years, and was then chosen President of the Board, serving till 1873. He was both a lawyer and a civil engineer and filled these important positions with great satisfaction.





WINDSOR HOTEL

The First Railroad.

THE FOUNDING OF ATLANTIC CITY.



To the charm and fascination of the ocean chiefly must be attributed the remarkable growth and prosperity of Atlantic City. In 1850, when a railroad in this direction first began to be talked about, Atlantic County had a population of 8,971. The sea captains and vessel owners, oystermen and fishermen, along the bay shore, and the wood choppers, charcoal burners, and shipbuilders, and glassblowers, along the rivers, were not clamoring for railroad facilities. Indeed they gave the enterprise very little encouragement. They were busy and prosperous, with their ships, and their industries, carrying glass, iron, wood, charcoal, oysters and clams to New York, and getting supplies in return. The associations and habits of many of them were more of the sea than of the land, especially in matters affecting their livelihood. Limited lines of travel were over sandy roads. There were but a few miles of railroad in the State.

To the sagacity and enterprise chiefly of Philadelphia merchants and manufacturers who owned vast tracts of land with glass and iron works, particularly in Camden County, is due the credit under such circumstances of sending the first iron horse to this seashore resort, opening up a favored and important section, establishing on this island a seashore city, and fine farming towns along the line, bringing thousands of immigrants and vastly increasing the wealth and population of the territory.

Of the live and enterprising merchants who fostered and promoted the building of the first railroad, the Richards family figured conspicuously. William Richards, the first of that name to settle in South Jersey, was a grandson of Owen Richards, who came to this country from North Wales, before 1718. William Richards was a man of great physical strength and untiring energy. He acquired a vast estate at Batsto, at the headwaters of the Mullica river, and prospered as a manufacturer of glass and iron. He stood six feet four inches in height, and is said to have been as great in mind and integrity as he was physically. He, as the father of nineteen children, fourteen sons and five daughters, by his

two wives. He died at Mt. Holly in 1823, aged 85 years. One of his many sons was Thomas Richards, the father of Samuel, the principal promotor of Atlantic City. Thomas became a glass manufacturer on a portion of his father's estate, at Jackson, a small village in Camden County, near what is now Atco, and his son Samuel became a partner with him previous to 1850.

Many teams were required to do the heavy hauling of the raw material for glass and the manufactured products, between Jackson and Philadelphia, and to reduce this heavy expense a railroad from Camden towards the seashore began to be talked about before 1850.

Joseph Porter, at this time, had glass works at Waterford, and was the owner of six thousand acres of land. Andrew K. Hay and William Coffin were making glassware at Winslow and owned land there. William W. Fleming owned thirty thousand acres and was engaged in the same business at Atsion, a few miles above, and one Hammonton Coffin had owned land and operated a similar plant at the foot of the lake at what is now known as "Old Hammonton." Jesse Richards, a brother of Thomas, succeeded his father at Batsto, and was actively operating an estate of fifty thousand acres, including an iron furnace and glass works. Stephen Colwell and W. Dwight Bell operated a similar estate at Weymouth, ten miles south from Batsto, covering one hundred thousand acres, belonging to the estate of their father-in-law, Samuel Richards, another son of William.

Gen. Enoch Doughty, at Absecon, owned an estate of twenty-five thousand acres, and was supplying ship timber, gathering tar, and selling wood and charcoal.

Dr. Jonathan Pitney had been practicing medicine in Absecon and surrounding territory for thirty years when the railroad question began to be agitated in 1850. Since he rode into Absecon on horseback, with his saddlebags, from Mendham, Morris County, N. J., one May morning in 1820 and announced that he had come to stay, Dr. Pitney had become one of the best known and most highly esteemed citizens of Atlantic County. He had taken an active part in the creation of Atlantic County from a part of old Gloucester in 1837, and had always been as he continued to be till his death, a close personal friend of Gen. Enoch Doughty, who was High Sheriff of old Gloucester County before the division. In 1844 Dr. Pitney represented Atlantic County in the State Constitutional Convention. In 1848 he was a candidate for Congress. Before 1840 he had agitated and advocated the building of a lighthouse for the protection of ships along this dangerous coast. When the railroad question came up in 1850 no man was more prominent or influential

than he, or helped more to shape matters to speedy conclusions. He seems to have been the first physician to appreciate the beneficial effects of ocean air upon invalids and the manifold advantages of a "bathing village" upon Absecon beach.

Dr. Pitney and Gen. Doughty on their frequent trips to Philadelphia, met and discussed the railroad project with Andrew K. Hay, Gen. Joseph Porter, Thomas and Samuel Richards and others, some of whom questioned the advisability of extending the railroad farther than the glassworks at Winslow or the iron works at Weymouth. It was undoubtedly due largely to the work and influence of Dr. Pitney that the railroad was continued to the beach, as he seems to have understood the value and importance of the coast region better than his contemporaries.

It was in the little old store of John Doughty on the hill at Absecon that Dr. Pitney and Gen. Enoch Doughty dictated the first draft of the charter for the Camden and Atlantic Railroad. As they dictated, John Doughty, the son, wrote it out. That was in the winter of 1851. Whether this first draft was later revised and amplified by Abraham Browning, counsel for the incorporators, can only be conjectured. But it was largely due to the personal efforts of Dr. Pitney, as well as to the unflagging and persistent support of Samuel Richards, who followed the bill through the Legislature, and to the resolute advocacy of Assemblyman John A. Boyle, of Atlantic County, that the charter became a law March 19, 1852. The Camden and Amboy politicians waived their objections at last, on the grounds that this "air line" to the coast was an impossible scheme that could never be consummated. No railroad without a town at the terminus could ever amount to anything.

The incorporators mentioned in the charter were John W. Mickle, Abraham Browning, Samuel Richards, Joseph Porter, Andrew K. Hay, John H. Coffin, John Stranger, Jesse Richards, Thomas H. Richards, Edmund Taylor, Joseph Thompson, Robert B. Risley, Enoch Doughty, and Jonathan Pitney.

Samuel Richards had been from the first one of the most active of these men. He was thirty years of age, of pleasing manners, tireless energy, perseverance and great ingenuity, being the patentee of several useful inventions. He accomplished what others regarded impossible, and entered heart and soul into this enterprise of railroad building. It was he who on May 22, 1852, wrote the first letter to engineer Richard B. Osborne, instructing him to make the preliminary survey as ordered by the incorporators. Mr. Osborne completed his work on the 18th of June following, after which the company was organized and the location of the road ordered to be made by the directors. Samuel Richards made the first

estimate of the probable business of the proposed road, and used it as an argument in favor of the enterprise.

Some of the objects of the line which he had in view were:

First, to secure better transportation for the glass works at Jackson, Waterford, Winslow, Batsto, and Weymouth.

Second, to convert large tracts of waste lands, owned by his relatives and associates into fruit and truck farms.

Third, to open up South Jersey by establishing an attractive bathing resort at the nearest possible point from Philadelphia.

At a meeting of the directors held in Philadelphia, June 11, 1852, Jesse Richards, Esq., was chosen President, and Andrew K. Hay, Secretary. The following resolution was adopted:

Resolved, that John W. Mickle, Samuel Richards, Joseph Porter, Andrew K. Hay, Enoch Doughty, Jonathan Pitney, Jesse Richards, and Abraham Browning, be severally authorized to procure subscriptions to the capital stock of the Camden and Atlantic Railroad, and report at the next meeting of the Company.

In the diary of the late W. Dwight Bell, occurs this memorandum, "June 22, 1852. Meeting at the house of Samuel Richards, Fifth Street, Philadelphia, of people interested in construction of Camden and Atlantic Railroad. Present, Samuel Richards, W. Dwight Bell, Enoch Doughty, Jonathan Pitney, Joseph Porter, Stephen Colwell, Thomas Richards, and Jesse Richards."

Samuel Richards continued in the Board of Directors twenty-four years, and was an active officer as Director or Assistant President. The following letter indicates as much.

RICHARD B. OSBORN, Esq.

Dear Sir:—A resolution was passed at the last meeting of the Board requesting you to prepare for filing in the office of the Secretary of State that portion of the Camden and Atlantic Railroad commencing where it crosses the White Horse Road, and ending at Longacorning.

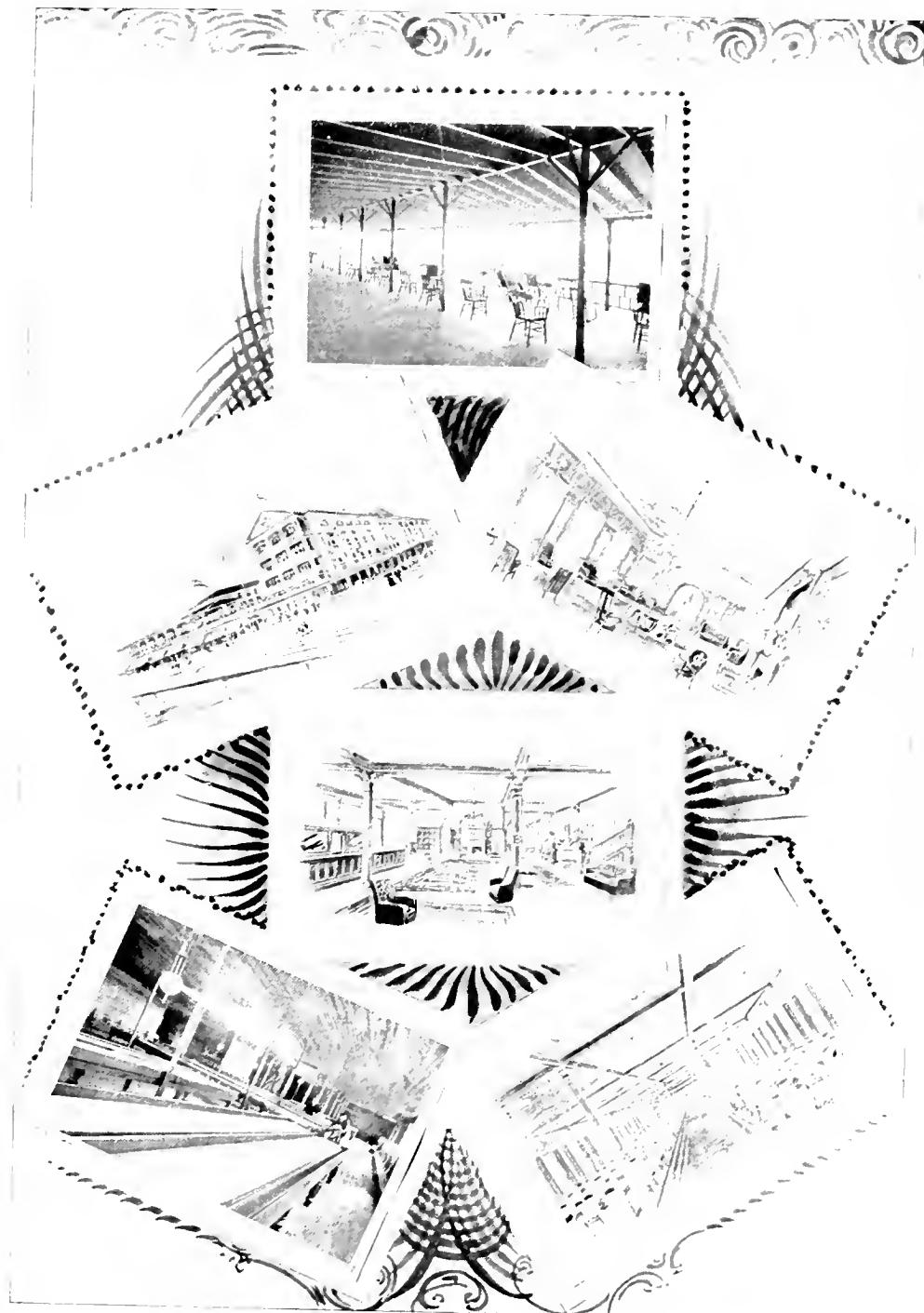
Yours respectfully,

SAMUEL RICHARDS.

Philadelphia, October 21, 1852.

Sec. pro tem.

At another meeting of the Board that same year he offered a resolution which was adopted, deciding on the name of "Atlantic City," a city on the Atlantic for this resort, as Mr. Osborne had suggested on the map which he had prepared. He thought there was as much in a name here as in Philadelphia, and by his wise suggestion and prompt action the



THE LURAY

names of the streets and avenues were named for the several States of this land of liberty, and the great oceans of the world.

The old minute book of the Company gives a report of the subscriptions to stock, fifty dollars a share, at the meeting held June 24, 1852, in the Arch Street House, Philadelphia.

	Shares		Shares
Colwell & Bell,	400	John Lucas	50
Thomas Richards	200	John H. Doughty	1
Joseph Porter	200	Daniel Doughty	1
A. K. Hay	200	Robert B. Leeds	5
Enoch Doughty	100	Richard Hackett	5
W. W. Fleming	100	Chalkley S. Leeds	5
William Coffin	100	John Leeds	5
Jonathan Pitney	20	James Leeds	5
Jesse Richards	20	John C. DaCosta	40
Thomas H. Richards	20		

At this meeting the following directors were elected: Andrew K. Hay, Chairman, and Samuel Richards, Secretary. William Coffin, Joseph Porter, Thomas H. Richards, Enoch Doughty, Jonathan Pitney, Stephen Colwell, and W. W. Fleming.

The following is an official list of all the Presidents of the Camden and Atlantic Railroad:

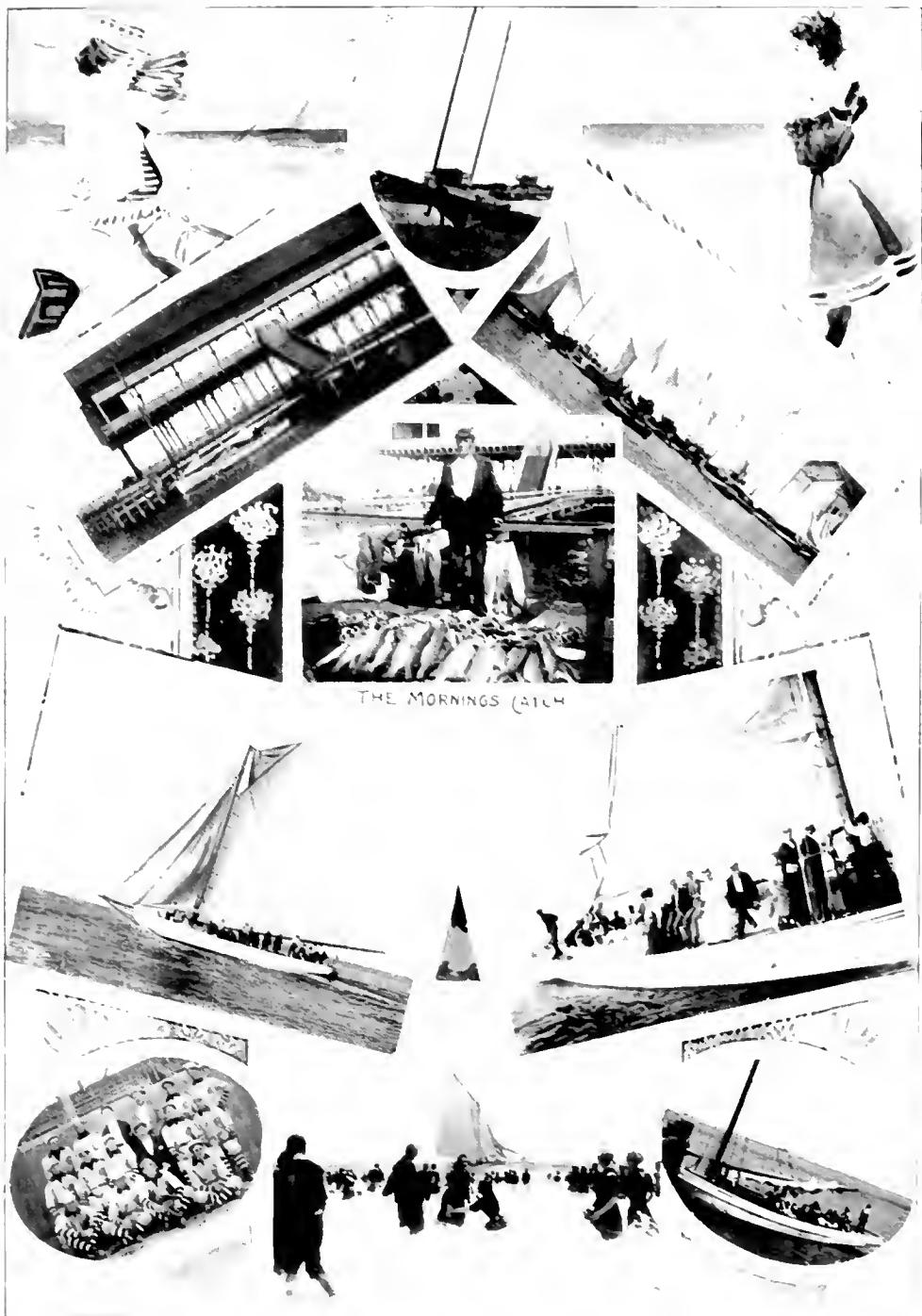
- August 25, 1852, John C. DaCosta, elected President.
- December 10, 1852, Andrew K. Hay, elected President.
- April 1, 1853, John C. DaCosta, elected President.
- September 1, 1854, Samuel Richards, elected President pro tem.
- April 6, 1855, George W. Richards, elected President.
- July 13, 1857, John Brodhead, elected President.
- October 22, 1863, Joseph W. Cooper, elected President.
- December 18, 1863, Robert Frazer, elected President.
- October 23, 1873, Andrew K. Hay, elected President.
- November 18, 1875, William Massey, elected President pro tem.
- November 18, 1875, Samuel Richards, elected Assistant President.
- March 10, 1876, John Lucas, elected President.
- October 25, 1877, Charles D. Freeman, elected President.
- February 22, 1883, William L. Elkins, elected President.

Dr. Pitney and Gen. Enoch Doughty were instrumental in securing subscriptions to shares of stock throughout the County. From original papers the following names and amounts are copied:

Shares.		Shares.	
Peter Boice, Absecon.....	5	John Walker, Mays Landing.....	1
Joshua Gorton, Mays Landing..	2	Ebenezer Applegate, Absecon ..	1
John Horner, Absecon.....	5	Felix Leeds, Leeds Point.....	2
John Albertson, Blue Anchor...	20	Augustus Turner, Leeds Point ..	2
John C. Shreve, Blue Anchor ..	10	Charles C. Murphy, Absecon...	3
Charles Collins, Blue Anchor ..	4	Hezadiah Sampson, Absecon....	1
Daniel Baker	5	Jonas Higbee	1
John Doughty, Leedsville	1	Daniel Bowen, Mount Pleasant.	1
David Doughty, Leedsville.....	1	Frederick Chamberlin, Absecon..	3
Joseph Merrit	1	Edward Wilson	1
James English, Smiths Landing.	1	Enoch Gordery	2



SAIL BOAT IN CLOUDS



SCENES AT THE PORT.

The Land Company and Surf Hotel Association.



In connection with the railroad company it was largely left to Samuel Richards that the Camden and Atlantic Land Company, as formed, also the Surf House Association, the first to share some of the advantages in the advancing values of real estate, and the latter to provide a fine hotel to attract visiting thousands so that the railroad would have more business, and real estate values would more rapidly advance. Both of these proved wise, sagacious and successful enterprises.

The Act to incorporate the latter company was approved March 10, 1853. Its incorporators and first directors were William Coffin, John C. DaCosta, Samuel Richards, William W. Fleming, Daniel Doan, W. D. Light Bell, Joseph Porter, Jonathan Pitney and Andrew K. Hay.

The following portion of an address issued to the stockholders, and no doubt written by Mr. Richards in 1853, fully and accurately describes the geography and conditions of this island at that time:

"The principal portion of the lands now in possession and contracted for by the company lie in intermediate sections upon the beach, and comprise about one thousand acres, at an average cost of ten dollars per acre.

"To give an idea of the greatly enhanced value of these lands since projection of the railroad, bona fide sales have been made of the land adjoining those of the company (and not more advantageously located) at one hundred to three hundred dollars per acre, and we consider these prices now no approximation to the value of a portion of the land purchased by the company.

"Our lands are situated upon an island at the eastern terminus of the Camden and Atlantic Railroad, in the County of Atlantic, about fifty-seven miles south of east from this city, and about four miles from the main land, directly upon the ocean. This island is about ten miles in length, and the northern portion, for about two miles, is half a mile in width—the southern portion being much narrower.

"It is separated from the land by the Bay of Absecon, a waste of waste of meadows, and an inland channel extending along the coast for a distance of eighty miles, commencing at Cape May, and running north. The rail-

road, when completed, will form an easy communication with this city for an extensive district of country, well cultivated, improved, and thickly settled, the principal means of communication with which is now by coasting vessels to New York; the great distance to this city by bad roads rendering it almost inaccessible.

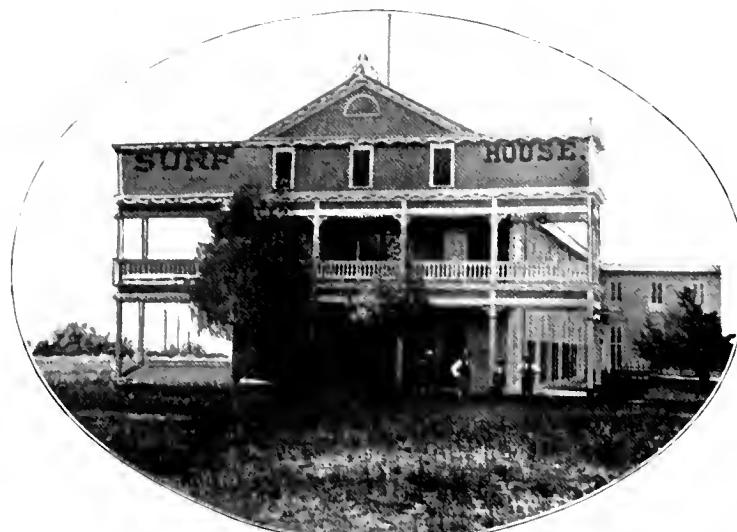
"Across the meadows and this stream, by an embankment and swivel bridge, the railroad reaches the island at a point about two miles south of the Inlet upon which it has its terminus on twenty-five feet of water, after running through the center of the island in a parallel line with the ocean.

"This portion of the island is covered with a beautiful growth of timber, which is now being trimmed—the undergrowth removed—the lands graded and drained—laid out in streets and walks, which, when completed, will render it very attractive.

"These groves are dense and extensive, and will form a beautiful retreat from the scorching sun and sands, from which nature rarely provides a shelter upon the seaside.

"Adjoining one of these fine groves, and near the beach, an hotel is now being erected, which, when completed, will equal in beauty, convenience, comfort, and situation those to be found upon any other place on our coast. One wing of this hotel (of which there are to be two, with an extensive front), will be ready for visitors before the end of summer.

"The arrangement is such, that the railroad is located in front of this and other hotels that will be erected, and the visitors will be landed by



THE OLD SURF-HOUSE.

cars directly to their point of destination. This will save much trouble and confusion, and add much to the comfort of the throngs which will seek this island during the heat of summer.

"The Inlet (upon which the railroad terminates) connecting the Bay of Absecon with the ocean, is about three-fourths of a mile in width, with a straight channel and outlines distinctly marked, forming an easy and safe entrance to the spacious bay, with good anchorages, and affording a safe harbor, shelter from all winds, for large fleets of coasting vessels.

"A bar at the mouth of this inlet, which is covered from ten to twelve feet at low water, precludes the entrance of vessels of largest draft of water; this harbor is never ice-bound during the severest winters, and by the way of railroad will be within one and a half hours of Philadelphia. We have good assurance that when the road is completed an appropriation for a lighthouse, and for improvements of harbors, making it practicable for the larger size of vessels, can be obtained from Congress, and it will thus be made a complete winter harbor for the city of Philadelphia and greatly tend to promote our shipping trade.

"We need only ask the question, whether a location like this will not grow into importance? It will be a direct, cheap, and quick route to the eastern ports, and will be always accessible when our river may be entirely obstructed with ice, as it is too frequently the case during winter. The bay abounds with shell and other fish of many varieties, which are caught in large quantities; and to those fond of angling and sailing, who may seek pleasure here, it will contribute its full share of enjoyments. The meadows are the resort of all the different species of game usually found upon the seacoast, and form very extensive gunning grounds. The scenery from the beach is diversified and quite interesting.

"The ocean rolling in upon the front, and breaking upon the beach for a distance of ten miles, in an almost straight line—the Inlet, with its entrance marked by the spray, dashing and leaping upon the bar far out in the ocean—the bay and meadows forming an immense expanse of green and blue—the undulating outline in the distance, dotted with farms and improvements, combine to render the location one of the most pleasant to be found upon the seacoast.

"The surface and beach are certainly unsurpassed, if at all equalled, upon our coast. The breakers are similar to those at Cape May; but extend along the entire beach for a distance of many miles; the strand is entirely level and smooth, at low water forms a drive of two hundred feet in width (so gentle is the slope) for a distance of ten miles.

"The country through which the road passes is proverbial for its pure air—its fine water—and extreme healthfulness. The land in many

places along the road is highly susceptible of improvement, and can be purchased at moderate prices. Situated upon this great thoroughfare, it must be largely enhanced in value at an early period. The land company, with their capital of \$100,000, will be enabled to secure a large amount of these lands (a course which they intend pursuing) upon which, in a short time, they will be enabled to realize a handsome advance.

"These lands, sold to actual settlers, cultivated and improved, will tend to swell the revenue of the road."

The "Surf House Association of Atlantic City" was incorporated by Act of the Legislature March 4, 1857. Its incorporators were George W. Richards, John C. DaCosta, William A. Rhodes, E. E. Bondisot, William C. Milligan, Daniel Deal, Isaac Lloyd, Andrew K. Hay, John L. Newbold, Samuel Richards, P. Maison, William H. Miller, George T. DaCosta, J. Freas, Thomas Allipone, J. J. Sloane, Charles Wirts, Simon Cameron, and William H. Yeaton.

The Surf House, which was built by this association, was a large, fine two-story building, occupying a full square of ground bounded by Atlantic, Pacific, Kentucky and Illinois Avenues. It was built in 1854 and conducted with great advantage to the city, if not to its owner for many years till 1880 when the property was sold to Messrs. Morris and Archer for \$30,000. They sold and scattered the buildings to a dozen widely different sections of the city where they are still used as stores, hotels or tenements, and divided the land into building lots, opening Mt. Vernon Avenue, where the main entrance and principal section of the large hotel stood.

The Camden and Atlantic Land Company, whose policy of encouraging early settlers by selling lots on easy terms promoted improvement, and whose history is so intimately associated with this city, still continues its work of development and has erected a hotel and cottages, graded and graveled streets at Ventnor, the southern suburb of Atlantic City. The Presidents of this company have been: April 22, 1853, William Coffin; June 22, 1854, William C. Milligan; March 20, 1868, William A. Rhodes; March 20, 1873, Andrew K. Hay; January 9, 1874, Samuel Richards, until his death February 24, 1895, when John B. Hay was elected his successor.



OLD TIME BATHERS



HOTEL ISLESWORTH.

Building of the "Narrow Gauge."



EARLY in 1876, owing to dissensions and differences among some of the directors of the Camden and Atlantic Railroad Company, Samuel Richards, William Massey, Charles R. Colwell and W. Dwight Bell withdrew from the Board of Directors. Mr. Massey had been elected President of the Board of Directors and he had appointed Mr. Richards Assistant President of the road, when differences with other directors caused these four to resign. After his twenty years of experience Mr. Richards saw a better opening in the operation of a second line than he did the first. They associated with themselves as directors of the new narrow gauge line James M. Hall, J. Lapsley Wilson, John E. Shaw, John J. Sickler, Levi C. Albertson, Thos. C. Garrett, John J. Gardner, Melvin R. Morse and Jacob G. Campbell.

Samuel Richards was President; H. B. Linderman, Secretary and Treasurer; Samuel H. Grey, Solicitor; John J. Sickler, Chief Engineer and Theodore F. Wurts, Consulting Engineer.

The new company was organized under the general railroad law that was enacted in 1873, providing "that the actual amount of money borrowed by any railroad organized under this act shall not exceed the actual amount paid in cash by the subscribers to the capital stock."

The company was organized for the purpose of building and operating a narrow-gauge railroad from Camden to Atlantic City, fifty-four miles, connecting with Philadelphia by steamboat. The original intention was for a three-foot gauge, but this was finally changed to three and one-half feet with Bessemer steel rails, forty pounds to the lineal yard, instead of the standard broad gauge of four feet eight and one-half inches.

A few capitalists who had thoroughly investigated the cost and prospects of the new line at once subscribed to a sufficient amount of stock to secure its completion. The original estimate of the cost of building and equipment was about \$700,000, and all the contracts at the finish amounted to less than that sum.

The Camden and Atlantic road had cost up to that time \$2,425,478, or \$40,000 per mile. The capital stock was \$1,248,150, and debt \$1,163,658.

The estimated cost of the Narrow Gauge was less than \$13,000 per mile, with \$150,000 for rolling stock.

The population of Atlantic City in twenty three years, since the first road was built, had increased from half a dozen families to 3,000 people. The gross receipts of the old road had increased from \$117,000 in 1850 to \$504,000 in 1870, and the steady growth of traffic with towns along the line as well as at the terminus was very encouraging. In the building of the new road as for years he had been in the management of the old, Mr. Richards was the active spirit.

About the first work done on the new line was in Atlantic City, where the late John L. Bryant built a wharf on the west side of the Thoroughfare for the landing of ties and timber sent from Philadelphia by steamboat for use on the meadows.

Ground was first broken in March and on April 1, 1877, active operations began at both ends of the line. Day and night the contractors pushed forward the work under the vigorous personal supervision of Samuel Richards. Never before except in war or special emergency did railroad building proceed with such speed.

In ninety days the road was built. Over the meadows the cross ties were laid on timbers which made a solid foundation till gravel could be filled in. There were some annoying delays and obstructions, especially on the meadows where E. A. Doughty, one of the directors of the old road, owned a strip of land. Quietly one night one hundred men proceeded and by laying a temporary track on the turnpike an engine was step by step pulled across by the men to the opposite side so that the work beyond could proceed till commissioners adjusted the damages for the disputed property.

On Saturday, July 7, 1877, the first trip of the officers and directors with a few invited friends was made from Camden over the new line. The train started at 1.43 P. M., in charge of conductor Stewart Drake, formerly of the Lehigh Road.

Owing to several stops and delay in laying the last rails and driving the last spike, the train did not reach Atlantic City till 9 P. M. A large number of people welcomed it in the depot with demonstrations of delight, believing it to be an important event in the history of the city, which it proved to be.

The party was entertained at Congress Hall that night by the late Col. Geo. W. Hinkle, and made the return trip next day, leaving this city at 8.23 A. M. and reaching Camden at 1.25 P. M.

Considerable feeling was engendered among the people in this city and along the line by the building of the opposition road. Some bitterly

opposed the new enterprise. The matter was discussed in public print and in public meetings. Many naturally espoused and contended for the interests of the pioneer line.

Editor A. L. English, of the Review, which till that time had been the only newspaper in Atlantic City, espoused the cause of the "old reliable" with considerable spirit, but most people felt that railroad rivalry would help the town and they were not mistaken.

The location of the depot among the sand hills at Arkansas and Atlantic avenues was considered by some as too far down town. Excepting the Island House and the Seaview Excursion House, there were very few buildings in that part of the island at that time, but subsequent events proved the wisdom of that selection.

The landing of thousands of passengers in the new station made better streets in the vicinity a necessity, increased business, made a market for real estate, started new lumber yards, encouraged improvements after the dull and disappointing season of 1876.

The old Camden and Amboy statesmen who ruled New Jersey when that was the only railroad in the State, permitted the Legislature to grant the charter for the Camden and Atlantic road on March 10, 1852, because they laughed and scoffed at the idea of building a railroad that had "only one end to it." As there was no town or business at the ocean terminus the absurd charter became a law.

When the Narrow Gauge road was built as a separate and independent line, the idea was to construct a road especially adapted to the peculiar character of seashore travel and to the light and variable business of towns along the line.

Lighter and much less expensive rolling stock would cost less and greatly reduce operating expenses. It was argued effectively that engines weighing ten to twenty tons instead of thirty to thirty-five, and freight cars weighing 6,000 lbs. instead of 18,000 lbs. would be much better adapted to the business of the country which this line was to serve and for the safe and speedy through traffic.

The new line was built with as little delay and expense as possible, so that when completed it was able to do business on a greatly reduced schedule of prices.

The reduction in fares and freight rates was quite decided, which encouraged travel, popularized the line and brought hundreds of new people to the seashore.

Round trip tickets, which had been three dollars, single fare two dollars, were sold for one dollar and a quarter and one dollar. Summer excursion tickets sold for one dollar and at times fifty cents for the round

trip. Yearly tickets sold for \$20, instead of \$40, and for a time passes were given to the proprietors of hotels and boarding houses with twenty or more sleeping rooms. Freight was carried at ten, twelve, fourteen and sixteen cents per one hundred pounds. Horses were brought down at two dollars per head, or one dollar and a quarter per head in earload lots. The result was that the rolling stock was barely sufficient for the demands upon it, and the crowds in the city were so large at times, especially over Sunday, as to nearly exhaust the supply of meat, milk, bread and provisions in stock. All previous records were exceeded, new capital and enterprise were invited and expansion became popular.

The Narrow Gauge was formally opened for traffic July 25th, with a special excursion by some eight hundred invited guests to Atlantic City.

The company began business with eight first class locomotives, forty passenger cars, two smoking cars, two baggage cars, twenty freight box cars and forty construction cars.

Pier 8, at the foot of Walnut Street, was secured for the Philadelphia terminus or landing of the steamers that run from the Bulson Street wharf in Camden.

An excursion house was built at the ocean end of Florida Avenue in this city, on a half square of land extending from Pacific avenue to the ocean. A storm tide undermined and wrecked the building before it was finished and the lot which cost \$5,000 in 1877 was sold fifteen years later for \$25,000. It has since been sold for \$65,000 and is probably valued at twice that sum now.

The company met with reverses and passed into the hands of Charles R. Colwell, as Receiver, July 12, 1878. One year later it went into the hands of William H. Gatmer and G. B. Linderman, trustees for the mortgage bondholders.

In September, 1883, the road was sold in foreclosure proceedings to George R. Kearcher for the Philadelphia and Reading Railroad Company, which has since operated it. It was made a standard gauge, double-track line and given the finest roadbed and rolling stock. It has maintained its popularity and each year increased its business.

While not the financial success at first that its projectors anticipated, the Narrow Gauge enterprise popularized travel to the seashore and gave Atlantic City an impetus of prosperity that has continued ever since.

The West Jersey Railroad.



FOR twenty-three years, 1854 to 1877, Atlantic City had but one single track railroad connecting with the outside world. That railroad had cost nearly double the estimated amount and had ruined, financially, all of its original incorporators except Gen. Loch Doughty, of Alsecon, and he was a loser in the sum of fifty thousand dollars. Fortunately, the Camden and Atlantic Land Company pledged its valuable holdings to secure the notes and obligations of the railroad, so as to continue its operation and sustain the enterprise.

When the Narrow Gauge was built in 1877, the permanent population of Atlantic City was about 3,000. The reduction of fifty per cent. in the tariff schedule, increased number of trains and quicker time, resulted in a general rush to the seashore. Hotels and boarding houses were too few and too small for the demands upon them. Visitors, at times, walked the streets all night or slept in chairs on porches or in pavilions along the beach, unable to secure lodgings.

Business of all kinds became exceedingly active. Real estate advanced rapidly in value and building operations were prosecuted with great vigor.

In four years from the opening of the Narrow Gauge the population of the city had doubled. This was the situation in 1880, when Gen. W. J. Sewell, the ablest and most active railroad man in the State, representing the Pennsylvania Railway interests, organized the West Jersey and Atlantic Railroad Company, to build a branch from the Cape May line at Newfield, 34.4 miles, through Mays Landing and Pleasantville to Atlantic City.

This third line to the sea was formally opened with an excursion on Wednesday, June 16, 1880. Dinner was served in the new West Jersey Excursion House at the ocean end of Georgia Avenue. Addresses of welcome and praise were made by George Wood, ex-Judge James Buchanan, Hon. Edward Bettie, Mayor Harry L. Slape, William Maule of the Narrow Gauge, Edwin E. Reed of the C. & A., Hon. A. London Snowden, State Senator Gardner and others.

The Directors of the new West Jersey line were George Wood, President; Israel S. Adams, George C. Potts, Samuel Lewis, Wm. S. Snell,

Mahlon Hutchinson, Charles P. Stratton, Gen. Mott, Edward A. Warne and Benj. F. Lee.

This third line soon made the name of Atlantic City familiar in every ticket office of the great Pennsylvania system throughout the land and gave this city a prestige it had never had before.

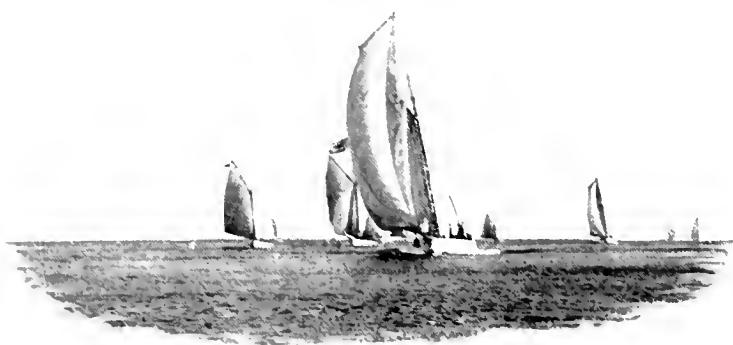
There were now three rival railroads connecting Atlantic City with Philadelphia, the second largest city in the United States: The Camden and Atlantic, 50 miles, opened in 1854; the Narrow Gauge, 55 miles, opened in 1877; and the West Jersey, 63 miles, opened in 1880.

But the enterprising Directors of the West Jersey road were unable to secure the terminal facilities in this city which they needed and desired. The C. and A. had a valuable and exclusive franchise on Atlantic Avenue. City Council had granted the Narrow Gauge the privilege of a double track on Baltic to Massachusetts Avenues. This put the third and last road at a considerable disadvantage. Representatives of this company offered to give the city \$100,000 for the same privileges on Atlantic Avenue as the old road then had.

The result was that when William L. Elkins was elected President of the Camden and Atlantic Railroad Company, February 22, 1883, the West Jersey people had secured a controlling interest in the line that owned Atlantic Avenue, the Longport route and the valuable street car privileges.

Both roads since then have been under one management, with combined and improved terminal facilities.

In 1807 these and all other branches of the Pennsylvania system in South Jersey were reorganized as the West Jersey and Seashore.



The Climate.



OF the climate of Atlantic City a volume could be written, and then not tell half of its delightfulness and healthfulness. The beach with its many attractions, and the city with its beauty, could not hold the many invalids that visit this shore, did they not all realize that the climate was the one thing that they required. The air is dry, and the barometric and thermometric readings are remarkably regular, there being very little variation in atmospheric pressure or temperature. This is due to freedom from the influence of large bodies of fresh water. No river is here pouring its volumes of ice-cold water into the ocean, lowering the temperature; and no large fields of ice, broken or unbroken, over which the winds must pass and become chilled, here abound. The prevailing winds during the summer are from the south west; these are seabreezes, are delightfully cool and refreshing, and do not permit the temperature to rise very high. The north and northwest winds are likewise dry, and not cold even in winter. They pass for miles over dry pine barrens, losing much of their moisture; true they are cooler than the winter ocean breezes, but they are far from being chilly.

The atmosphere, as already stated, is dry, the rainfall being less than at either New York or Cape May, places representing the extreme points of the New Jersey coast, and both influenced by large rivers. Foggy days are rare; fogs follow water lines as river or coast, and Atlantic City being out in the ocean beyond the general coast line of New Jersey escapes the fogs that are frequently seen elsewhere.

There is a mildness and balminess in the air that cannot be expressed in words, it must be felt to be understood. So pronounced is this that invalids coming here in the winter from snow-bound cities call Atlantic City the "Florida of the North;" they unbutton their heavy wraps, walk up and down the boardwalk, or along the beach, and thoroughly enjoy the climate.

The question is frequently asked, what are the causes that contribute to this delightful climate? In general they are three, two of which have been already mentioned. The topography of the place; there being no large body of fresh water near, chilling the air in winter, or saturating it

with fresh vapor in summer. The air being dry it is ever ready to take up moisture, thus evaporation takes place readily from the human body, keeping it cool. The advantages of this freedom from fresh water cannot be too strongly expressed. The southern exposure that the city enjoys is another cause for the mildness of the climate. The ocean breezes from the southeast, south and southwest blow directly from the gulf stream onto the beach, and the gulf stream is of itself one of the most potent factors in the climate. Its waters are a deep blue contrasting strongly with the green of the ocean, and opposite Atlantic City this stream has a temperature all the year round of about 77°, and is nearly five hundred miles wide. Winds passing over it are tempered and possess that peculiar balminess so well known here.

Another point that must not be overlooked in the freedom of Atlantic City from fresh water influence, is the absence of malaria. The mixture or alternation of salt and fresh water is one of the most potent factors in the production of malarial poison. If a large tract of meadows is for one-half of the twenty-four hours covered with salt water and the other half of the day covered with fresh water, malarial poison is sure to abound. This condition of things cannot obtain here. Besides this there is a preservative quality in salt water and salt air which prevents the growth of germs; hence contagious diseases do not get a foothold here. The prevention of decomposition is manifest in our stable yards where manure may lay for months without becoming rotten. Lots in the city which were below grade were filled several years ago with sand to a depth of one to three feet; upon digging down now to the old ground the grass that covered these lots is found discolored but still tough and not rotten.



RESIDENCE OF THE FIRST MAYOR.

The Invalid.



EVERY newcomer to Atlantic City, whether he be well or sick, is usually surprised by two sensations, one is a feeling of sleepiness and the other is an increased appetite. Thousands of visitors for the first few days of their stay here seem to do nothing but eat and sleep. They will be found in the hotels, in the sun-parlors, along the boardwalk or on the dry sandy beach, with neglected book or paper, either sound asleep or drowsily drinking in the beauty around them. This is not the listlessness of a warm, depressing, sultry, southern climate, but simply the result of perfect oxydation of tissue securing this very important factor in the recovery of the invalid. The increased appetite is due to the same cause, and with it comes the ability to digest more food, especially animal fats and oils; still the invalid needs to be cautioned against excessive eating, for with an increased appetite, and a tempting menu before him he may be led into sinning, and as a result suffer the pangs of acute indigestion.

What class of invalids will be benefited by a visit to Atlantic City is a question frequently asked, and one not very hard to answer, in a general way. Consumptives, as a class do well here. Not all cases of consumption should visit the seashore, but there are cases that are vastly benefited by the sea air, and if not radically cured the disease is rendered so latent, and the system given such an impetus, that the disease will trouble the invalid no further, unless some special influence is exerted to reawaken it. Incipient cases are those that receive the most radical and lasting good. A patient with a family history of consumption may have an attack of pneumonia from which he does not convalesce nicely, there is but little cough, but he does not gain strength as he should. He tires easily, has no energy, appetite is poor and his sleep is disturbed. Or without any previous sickness he complains of lassitude, decreased digestive powers, has some cough, a constant daily elevation of temperature, and perhaps, beginning tuberculosis. To such a case a residence in Atlantic City, more or less prolonged,



as the case may require, will prove very beneficial because these cases demand an out-door life such as can be found here, for hardly is there



RESIDENCE OF E. J. PETROFF.

a day even during the winter, that the consumptive cannot spend at least a few hours in the open air without danger of taking cold. In cases further advanced the outlook is, of course, not nearly so hopeful, but even



SUMMER HOUSE OF MR. GEORGE ALLEN.

these are benefited. As a rule they suffer from hectic fever and profuse night sweats, both of which are much modified or entirely disappear after being here a few days. Appetite and digestion are always improved, and that brings increased strength. There is still another condition in which the lungs become contracted and hardened, and the air cells become more or less obliterated. In such condition this climate is of two-fold benefit, for the invalid will receive more oxygen each time he fills his lungs, and the salts in the air have a direct effect upon the hardened tissues.

The season of the year when consumptives should visit Atlantic City is particularly from the middle of September to the middle of May, though some cases are benefited at any season of the year. Cases that should not come to Atlantic City are those that have had hemorrhage or that are liable to have hemorrhage, for this very serious condition will most likely be increased by a visit to the seashore.

Invalids that suffer from chronic bronchial, post nasal, or laryngeal catarrhs, with the attending annoying cough, which is aggravated every winter, do well here; in some cases the cough becomes entirely relieved. Asthmatics are another class of sufferers who bless the balmy breezes of Atlantic City. The "hay-fever" victim here finds immunity from his tormenter, and if he comes early enough and stays long enough, and repeats his visits for several years, the chances are that he may be cured of his trouble.

Another great class of invalids are those suffering from chronic malarial poisoning. These are abundantly helped here. As is well known this poison may lay dormant for a long while in the system, but even in this dormant state it has an influence, and the victim does not feel well. Such conditions may be radically changed, and after a residence for a few weeks here the verdict is generally expressed thus "I feel better than I have for a dozen or twenty years."

The poor sufferer from rheumatism finds relief here, and he often finds more—a positive cure. Many of the permanent residents of Atlantic City are old rheumatics that are living here simply on account of their freedom from pain.

Here, also, is the Mecca of the nervous invalid. He may be the man of business, who, for years has devoted all his energy to piling up a fortune, without taking any rest; he may be a student or professional man, working his brain eighteen hours out of the twenty-four; or the woman of society, living in a brilliant exciting whirl month after month; these and a thousand others come to this ideal spot for rest and find it. Peaceful sleep, which may have been for months unknown takes the tired feeling from the brain, and awakens within the invalid a hope that he may

recover, and he improves. He sits entranced by the hour watching the rolling deep in its grandeur, and as he inhales the stimulating air his mind is soothed, worry is removed, and he forgets that he is sick.

Many other conditions could be mentioned, but the little invalid must not be forgotten. During the heated term the beach is a grand baby show. Here is the healthy, happy baby sent from the city to escape the heat and its attending dangers, and there is a poor little sufferer, far advanced in marasmus; and as a rule both are benefited. Between these two extremes are many children more or less delicate, with pale faces and thin bodies. They have had all the diseases that childhood is supposed to be heir to; or have grown too rapidly at a fearful cost to their animal economy. A few weeks in Atlantic City will change all this, and the little invalid will become a healthy, rosy-cheeked child. This is not a miracle, it is simply a natural result.



Our City Water Supply.



WITH all the advantages of living on an island out in the sea, it may well be supposed that there would be some disadvantages. The greatest of these as Atlantic City increased its thousands of inhabitants was an insufficient supply of potable water.

For many years before the city knew the luxury and value of having two to five million gallons of pure spring water pumped daily within its borders, the first inhabitants depended upon surface wells. The soil was not then impregnated with the deleterious waste of a dense population and good water was obtainable along the ridge of wooded sandhill that formed the backbone or ridge of the island. In most places where wells were dug, salt or brackish water was found which was worthless for domestic purposes.

Chalkley, John, Steelman Leeds and others were favored in having wells near their homes that furnished excellent water.

But as hotels and cottages were built, travel increased, and the demand for water grew, brick cisterns were built beneath every roof to catch and harvest the proceeds of every storm and shower. No well can furnish so pure, soft and wholesome water as a clean, well ventilated cistern yields beneath ocean skies. Occasionally it happened in times of drought that the railroad company was appealed to and did bring large tanks of spring water from Absecon to be peddled about the city and sold to those whose cisterns were dry. So late as 1880, when there were 1,000 buildings and as many voters and five times as many inhabitants, a water famine was tideled over by the water peddler in this way.

City Council had caused to be built a number of brick wells at accessible street corners about the city for recourse in case of fire, and pumping stations on the meadows at South Carolina and Massachusetts Avenues provided sea water for sprinkling the streets for several years.



So early as 1856, Manassa McClees, owner and builder of Cottage Retreat or the Metropolitan, attempted to solve the water problem by sinking the first artesian well. With a nine-inch pipe he went down ninety to one hundred feet, at a cost of \$1,000, and striking salt water at that depth, gave it up in disgust. Many of our large hotels now are supplied chiefly in this way, finding a strata of pure and satisfactory water at a depth of eight hundred feet.



A. B. UPHAM'S COTTAGE.

John W. Moffly, Walter Wood and other capitalists of Philadelphia took the first practical steps towards giving this wooden city proper fire protection and water supply.

On October 21, 1880, Council passed an ordinance giving them and their associates the right to lay pipes and supply water for all domestic and public uses.

A supplemental ordinance was passed November 10, 1880, more particularly reciting the conditions of this contract and securing to the investors certain advantages which created prejudice and caused controversy which lasted for years.

The Mosby-Wood Company prosecuted vigorously the building of their plant, erecting a steel standpipe in this city, connecting at first with a twelve-inch main across the meadows six miles to the brick station where powerful pumps forced the purest and sweetest water obtainable, to a people that needed it badly enough, but objected to the contract for its coming.

The ordinance of the Mosby-Wood Company was repealed by Council on May 24, 1882, after several hundred thousand dollars had been invested, but such action was ignored as illegal. It certainly was not effective.



RESIDENCE OF FRANCIS P. QUIGLEY.

The streets had been thoroughly piped and one hundred and fifty fire-plugs had been located and put in service for the water which was first turned on June 19, 1882. The excellence and abundance of the water proved a great blessing to the town, restored confidence, promoted expansion, and greatly encouraged building improvements.

But the tariff charged by the Wood Company was considered by some to be extortionate and the feeling against its promoters became intense. Council refused to pay and never did pay the stipulated \$7,500 a year for the 150 fire-plugs and made special arrangements for sprinkling the streets, so that contractors for the work should buy of whom they pleased the water which they used.

A special election was held in 1881, to vote on the question of the city building and owning a water plant of its own. Only half the total vote was polled, or about 600 ballots cast, but the result was five to one in favor of the proposition.

Council passed an ordinance March 5, 1888, giving the Consumers Water Company, a local organization, the right to lay pipes and supply the city with water. The incorporators were Henry J. White, Fred Hemsley, Daniel Morris, George Allen, John B. Champion, Dr. T. K. Reed, Mark Malatesta and Wm. G. Bartlett. This company proposed to get its



THE OLD OCEAN HOUSE.

supply from artesian wells, but as a precaution, secured an option on the pond at Port Republic.

Seven wells in all were driven by the Consumers Company, two at Arctic and Michigan avenues on the Gas House property, which have since been disconnected, and five at the pumping station, Kentucky and Mediterranean Avenues. These wells were four, six and eight inches in diameter and at a depth of nearly eight hundred feet reach a water-bearing strata that has yielded satisfactory results.

For several years the water controversy and costly litigation continued. The two rival companies fixed a low tariff schedule and furnished in abundance an excellent article, creating careless and extravagant habits in

the use and waste of water which had to be checked years afterwards by a costly system of meters.

But some of the stockholders were practical businessmen and noticed that as expenses increased dividends did not materialize. The demands of a growing city made further investment and improvements constantly necessary. The result was that the two companies consolidated with a view of the city taking both plants, which was finally consummated on August 1, 1895.

A special commission, consisting of ex-Governor George C. Laddow, Washington G. Robeling and —— Harrison, with Robert Herschel, an expert engineer, went over the records and appraised the plants at \$771,782. This large sum is supposed to cover every dollar of the original



RESIDENCE OF DR. JAMES NORTH.

investment with interest to date, with all the unpaid water rent due the Wood Company.

At the time of the purchase engineers estimated that the plant could be duplicated for a trifle more than half the amount for which city bonds were issued. Extensions and improvements since have increased the amount of water bonds issued to about \$900,000.

The property is more than self-sustaining on a low schedule of charges and is economically managed by a board of three commissioners, consisting at present of Messrs. L. Kuehne, Dr. E. A. Reilly, and Rufus Booge.

There are fifty-three miles of pipe in the city, four hundred and twenty-five fire-plugs, close to four thousand services in use and over three thousand meters.

The full pumping capacity of the plant is over 13,000,000 gallons daily. A 20-inch and a 12-inch force main bring over the meadows the spring water from the mainland in quantities ranging from 1,500,000 to 5,000,000 gallons daily. The Consumers station is also operated for those who prefer that water, which is pumped in quantities ranging from 250,000 to 700,000 gallons daily.

The excellent quality of these waters is shown by the last report and analyses made by Prof. Wm. P. Mason, Prof. of Chemistry at the Rensselaer Polytechnic Institute, Troy, N. Y.:

1st. Sample from 30-foot wells at the mainland pumping station in Absecon:

Analytical results in parts per million:

Free Ammonia023
Albuminoid Ammonia05
Chlorine	0.
Nitrogen as Nitrites	Trace.
Nitrogen as Nitrates5
"Required Oxygen"4
Total Solids	30.2

The mineral solids of the above are composed as follows:

Silica (SiO_2)	7.75
Oxides of Iron and Aluminum ($\text{Fe}_2\text{O}_3 + \text{Al}_2\text{O}_3$)	0.51
Sodium Chloride (NaCl)	6.4
Magnesium Chloride (MgCl_2)	4.03
Calcium Chloride (CaCl_2)	3.3
Calcium Sulphate (CaSO_4)	5.03
	<hr/>
	27.02

"This is of excellent quality. You are fortunate in having so good a supply. The water is not of local origin, being quite distinct in character from those of your immediate neighborhood, and, although the wells supplying it are but thirty feet in depth, there are sundry reasons why it would be proper to classify it as a 'deep-seated water.'"

Second sample taken from the artesian wells at the Consumers Pumping Station. As there is no question as to the purity and potability of this water coming up 800 feet from the surface of the earth, no sanitary analysis was made, but simply a determination of the minerals contained.

Analytical results in parts per million:

Silica (SiO_2)	35.5
Oxides of Iron and Aluminum (Fe_2O_3 - Al_2O_3)	1.8
Magnesium Sulphate (MgSO_4)	8.4
Calcium Phosphate ($\text{Ca}_3[\text{PO}_4]_2$)	2.0
Calcium Carbonate (CaCO_3)	23.0
Sodium Sulphate (Na_2SO_4)	39.7
Sodium Chloride (NaCl)	10.7
Sodium Bicarbonate (NaHCO_3)	23.1
	<hr/>
	144.8

"Regarding this water, from the artesian wells, nothing need be said beyond the statement that its quality is good."

The following is a statement of the expenditures and receipts for year ending August 1, 1897. Water Department of Atlantic City.

Item.	Expenditures.	Receipts.
Management and Repairs	\$14,680.52	
Pumping Expenses	15,392.55	
Interest	43.250.00	\$539.60
Construction, Meters, Etc.		210.39
Sinking Fund	22,580.00	
Water Rents rec'd Aug. 1, 1896, to Aug. 1, 1897.		66,499.14
Penalties		160.02
Bills of Series of Aug. 1, 1896, and Feb. 1, 1897, unpaid Aug. 1, 1897.....		645.51
Meter Bills due Aug. 1, 1897, for water used in previous six months		14,030.00
Sundry Account		911.82
Bills on Sundry Account unpaid Aug. 1, 1897		64.01
Rebates	66.43	
Street Service Account	3,402.17	3,306.60
Street Service Account, Material on Hand Aug. 1, 1897		352.27
Rent of Bargaintown Mill Property		150.00
Amount received from Tax Duplicate as payment to Sinking Fund		12,100.00
Expended on Permanent Improvements to Plant, charged to Management and Repairs.....		840.85
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Totals	\$90,371.67	\$90,810.27



HOTEL ST. CHARLES.

Gravity System of Sewerage.



AFTER more than a year of agitation and discussion, City Council, on December 12, 1884, passed an ordinance granting the Improved Sewerage and Sewage Utilization Company of New York the right to lay pipes in the streets and alleys of Atlantic City, to take away the waste water from hotels, cottages, bath houses, etc.

The very great importance of a feature of this character can only be imagined by those who were personally familiar with the situation and conditions in this growing city at that time. The disposal of slops and waste water of all kinds was attended by great inconvenience.

A supplemental ordinance was passed December 15, 1884, when the promoters of the "West patent" proceeded with the construction of the plant.

Winfield Scott West was a civil engineer from Virginia, with headquarters in New York and his system consisted first of all of a pumping station with a receiving well sufficiently large and deep to bring the sewage by gravity from all parts of the town through pipes laid in the streets. This well

was centrally located at Baltic and North Carolina Avenues and was excavated 24 feet in diameter and 20 feet deep by the use of sheet piling. This held the sides from caving in while powerful pumps removed the water till the timbers, brick and concrete of the bottom and sides could be secured in position.

The brick and stone engine house and pumping station was built over the well as over a cellar and the work of pumping water out of this cellar has been prosecuted without intermission for the past fifteen years.

There is never any offensive odor in or about the well or station. The sewage is all pumped far away before any decomposition can take place or any offensive gas be generated.

The sewage enters the well 15 feet below the surface through a 26-



inch iron pipe which extends across the city and to which lateral mains are connected leading to either extremity of the town.

These pipes are all laid at a grade of $7\frac{1}{2}$ feet to the mile, which covers most of the city.

Recent compressed air devices have been attached to the pipes in Chelsea, the most distant point, so that the sewage there is lifted into the pipes from receiving wells automatically and forced along the same as from nearer points. A suitable iron screen at the mouth of the pipe in the well prevents rags and all solid matter from getting into the pumps and pipes beyond.

Two 100 horse power boilers and two centrifugal pumps with a daily capacity of 16 million gallons are at present ample for all requirements in keeping the well free. There is also a reserve 5 million gallon Holly pump in the station.

The daily pumppage varies from 2 million to 6 million gallons.

A 16-inch iron pipe leads from this well and station two miles back on the meadows to the northerly side of the city, where the sewage is disposed of in a manner so highly satisfactory as to meet the approval of the highest health authorities and the best sanitary engineers.

There are now about forty miles of sewer pipe laid in the streets of Atlantic City, and 4,475 properties connected therewith. While the city authorities under the present laws cannot compel people to connect with the pipes of a private corporation, the rates are so low and the service so efficient and satisfactory that more than two-thirds of all the buildings by actual count are connected with the service.

The Atlantic City Sewerage Company, its name since the reorganization in 1885, represents an investment of \$400,000. It is paying interest on its bonds and dividends on its stock and is one of the most essential and important features of this resort.



FIRST CITY HALL.



SOME COTTAGE HOMES.

Our Cottage Homes.



A COTTAGE by the sea has furnished a commanding theme for poets and story tellers in the years agone, but we doubt if any song or story has ever been inspired by such delightful surroundings as make the beautiful cottages of Atlantic City the ideal homes by the shore.

Of the six thousand and five hundred buildings on this island two-thirds of them are cottages and the illustrations on other pages give the stranger an adequate idea of this striking feature of the town.



RESIDENCE OF SAMUEL H. KELLEY.

These cottages that breathe forth in every delicate detail and elegant ornamentation the artistic spirit of the owner, become every season the temporary homes of a multitude of summer sojourners, who, while they may have no voice nor vote in the local government of the city, consider this wave-kissed island their home.

One may stroll for miles along the avenues and become bewildered by the many well kept lawns, the luxuriant shade trees, the inviting resi-



RESIDENCE OF FRED HEMSLEY.

dences that harmonize delightfully with the tranquil feeling engendered by the dreamy cadence of the ocean swell that pulses soothingly through the bracing sea air.



RESIDENCE OF GEORGE F. CURRIE.



RESIDENCE OF MAYOR JOS THOMPSON.



RESIDENCE OF L. A. DOWN.



RESIDENCE OF JNO. L. YOUNG.



RESIDENCE OF JNO. B. CHAMPION.



RESIDENCE OF CHAS. EVANS.



RESIDENCE OF WM. F. WAHL.



RESIDENCE OF GEO. W. CROSBY M.D.



RESIDENCE OF E. C. GODFREY

Men of influence and position in the learned professions, in finance and trade, escape the clattering noises of the great metropolises, come here, and amid our peaceful surroundings commune with nature and enjoy *otium cum dignitate*.

Our well graded streets, fringed with handsome homes, make an indelible impression upon the mind. The infinite variety in the styles of architecture adds to the general effect and relieves the drab uniformity that sometimes prevails.

The material prosperity of Atlantic City very largely depends upon the renting of cottages, as probably half of them in summer are not occupied by the owners. Some of them produce an income of \$100 per month or \$500 to \$1,500 or \$2,000 for a summer season.

In July and August, when the sun-kissed waves invite a plunge in Old Neptune's bosom, city folk take possession of many of these cottages, and children in gay attire may be seen disporting themselves at play on the green sward, afterward forming merry parties that wander to the neighboring beach, guarded by attentive maids, and happy-hearted parents glad to bring an added lustre to the eyes of childhood by the unrestricted privilege of digging in the clean white sand.

Of late years the fame of Atlantic City as a cottage home for fashionables has been growing and there is hardly a family of any prominence residing within a thousand miles of this favored region that has not at one time or another occupied, as host or guest, one of the beautiful homes which form the crowning glory of the town.

Fair as she is, Atlantic City would lose the richest gems in her diadem were she divorced from the pretty little homes that make her the magnet for beauty-loving cottagers.



RESIDENCE OF E. L. REED, M.D.

Atlantic City Hotels.



In the amount of capital invested the hotel interests of the United States rank second only to those of the railroads, but in Atlantic City the combined hotel interests are by great odds in the lead. Perhaps in no other town on the Western Continent do the hotel interests so dominate as here. In the amount of money invested, the number of people employed and the volume of business transacted, this is preeminently a hotel town, with seldom, if ever, a failure.

The business of entertaining strangers or "keeping boarders" on this island dates from the time in 1830 when "Aunt Millie" Leeds, the year after her patriarch husband died, enlarged her home, secured a license and for a dozen or fifteen years conducted the only tavern on the beach. In those days a few city folk sojourned at the seashore during the gunning and bathing seasons, years before railroads were in fashion or had been projected, even on paper, in this direction.

When the railroad did come, fifteen years later, half a dozen larger houses than the old Leeds homestead came into existence, also the pretentious United States Hotel, the still larger Surf House, the Mansion and Congress Hall, which dispensed lavish hospitality to visiting thousands during the short seasons of those early years of the city's history.

From that time to this, as the country has prospered and the multitude from great cities have made pilgrimage to ocean resorts, the hotel interests of Atlantic City have led the van, catering with unparalleled success to popular demands, till not less than ten million dollars are now represented in the five hundred hotels and boarding houses which line the well



UNITED STATES HOTEL.

paved avenues and attractive beach front, which once were sandhills and the least desirable sections of the city.

The proximity of many of our hotels to the ocean where wrecked vessels of other days with valuable cargoes were driven upon the sands, has robbed the stormy deep of some of its terrors and guaranteed to visiting thousands at all seasons all the benefits of an ocean voyage without going to sea, and secured all the luxuries of seawater bathing when winter winds are tossing the spray in full view of the guests' rooms.

While Atlantic City may not have palatial hotels to compare with the Waldorf-Astoria, New York; the Ponce de Leon, St. Augustine; the Palace Hotel, San Francisco; the Great Northern or the Auditorium, Chicago; Brown's Palace, Denver; the Del Monte of Monterey or the Del Coronado, Santiago, Cal., the same may be said of Philadelphia.

Nowhere else on the habitable globe is so much wealth in proportion to other lines of trade, represented in hotels and boarding houses as right here in Atlantic City.

The story of this stupendous extension and expansion is the story of the last fifty years of the town. The illustrations on other pages indicate with what elegance and completeness our hotels are equipped for all seasons and all requirements for moderate or the most fastidious tastes.

Our enterprising and progressive hotel proprietors exert a dominating influence in the affairs of the city. In securing a suitable water supply and fire protection, paved streets and perfect sanitary conditions, street lighting, an attractive beach front and popular local administration of affairs, our hotel men have always been active and prominent. A considerable portion of the population are in their employ as mechanics, artisans or servants, or dependent upon them largely for trade or auxiliary service.

Our hotel men spend thousands of dollars every year in giving Atlantic City favorable publicity in the leading publications of all the larger cities.

They are first and foremost in welcoming State and National delegates to annual conventions and promoting the best interests of this resort.

Atlantic City during the open seasons is a vibrating heart of the world of fashion, culture, amusement and health. What a contrast do the hotels of the closing century present to those primitive stopping places of fifty years ago!

Now we have modern palace homes, including within their secure and hospitable walls, priceless paintings, exquisite furnishings and luxurious coaches



SCHAUFFLER'S HOTEL.

in cozy sun parlors, where a day is a veritable dream of delight. The ocean in miniature, with all its valuable properties, is placed at the disposal of the guest, and thus in curiously wrought, seductive tubs of limpid sea water one may splash to his or her heart's content, absorbing energy and that peculiar buoyancy that lends such zest to every pleasure. Afterward, well wrapped up, a ride in a rolling chair is within the range of possibility and after one has been wheeled for a stretch along the Boardwalk, dined at the celebrated tables for which our hotels are noted and afterward listened to a high-class concert, he or she is ready to smile a welcome to the sandman, knowing full well that nothing but beautiful dreams can follow in the wake of such a delightful day.

HOTEL RATES AND CAPACITY.

Hotel.	Rates per Day.	Per Week.	Capacity.
Brighton	\$4.00 to \$5.00	\$18.00 to \$35.00	500
St. Charles	3.50 to 5.00	20.00 to 35.00	300
Windsor	3.50 to 5.00	18.00 to 35.00	250
Rudolf	3.00 to 5.00	20.00 to 35.00	350
Waldorf-Astoria	3.00 to 5.00	20.00 to 30.00	500
Shelburne	3.00 to 5.00	20.00 to 35.00	300
Chalfonte	3.00 to 5.00	18.00 to 35.00	200
Dennis	3.00 to 5.00	18.00 to 35.00	500
Haddon Hall	3.00 to 5.00	18.00 to 35.00	500
Luray	3.00 to 5.00	16.00 to 25.00	400
Iroquois	3.00 to 5.00	15.00 to 25.00	400
Seaside	3.00	18.00 to 20.00	200
Senate	3.00	15.00 to 18.00	250
Islesworth	2.50 to 4.00	20.00 to 25.00	450
Sandhurst	2.50 to 4.00	15.00 to 25.00	160
Wiltshire	2.50 to 4.00	15.00 to 20.00	300
Galen Hall	3.00 to 3.50	12.00 to 25.00	100
Pennhurst	2.50 to 3.50	18.00 to 30.00	200
Waverly	2.50 to 3.50	18.00 to 20.00	250
Grand Atlantie	2.50 to 3.50	15.00 to 20.00	500
Morton	2.00 to 3.50	12.00 to 25.00	200
Irvington	2.50 to 3.00	15.00 to 20.00	200
Glaslyn	2.50 to 3.00	12.00 to 20.00	125
Holmhurst	2.50 to 3.00	15.00 to 18.00	150
Berkeley	2.50 to 3.00	14.00 to 18.00	300

Hotel	Rates per Day.		Per Week.	Capacity.
Kenilworth	2.50 to 3.00		12.00 to 15.00	175
De Ville	2.50 to 3.00		10.00 to 16.00	300
Little Brighton	2.00 to 3.00		12.00 to 18.00	200
Lelande	2.00 to 3.00		12.00 to 18.00	150
Strand	2.00 to 3.00		10.00 to 18.00	250
Edison	2.00 to 3.00		10.00 to 16.00	150
New England	2.00 to 3.00		10.00 to 16.00	175
Rumnymede	2.00 to 3.00		10.00 to 15.00	200
Kuehnle	2.50			200
Cedarcroft	2.00 to 2.50		12.50 to 18.00	200
Revere	2.00 to 2.50		12.00 to 15.00	100
Canfield	2.00 to 2.50		10.00 to 15.00	50
Ponce de Leon	2.00 to 2.50		10.00 to 15.00	125
Richmond	2.00 to 2.50		10.00 to 15.00	200
Chester Inn	2.00		10.00 to 12.00	150
La Belle Inn	1.50 to 2.50		8.00 to 15.00	125
Norwood	1.50 to 2.00		8.00 to 12.00	125

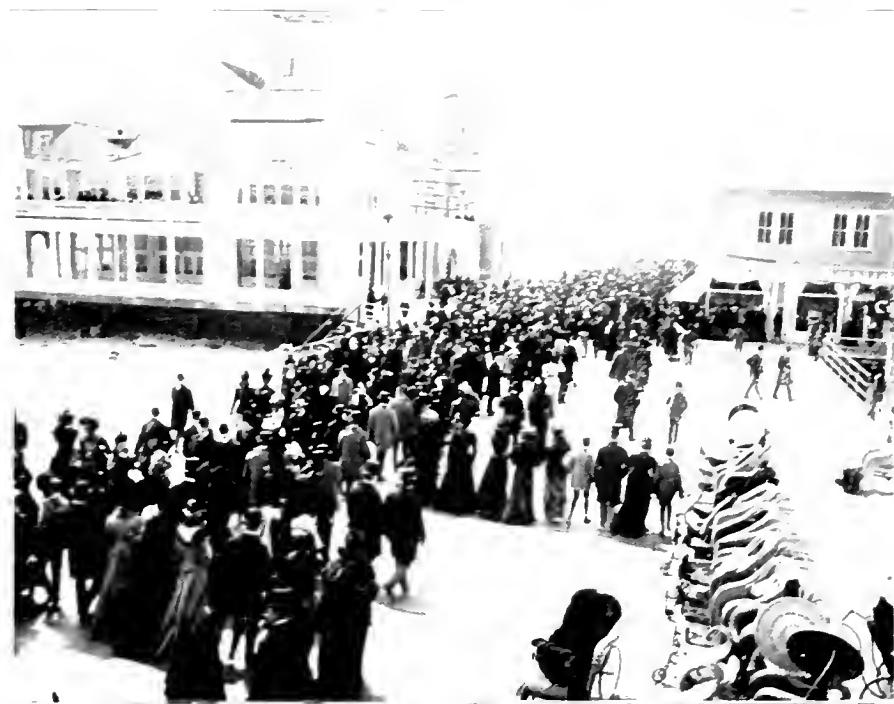


Easter at the Shore.



ATLANTIC CITY as a Winter Resort dates from 1870, when the late F. W. Hemsley opened Brighton Cottage, a year-round house. The Brighton then had fifty-three rooms, instead of two hundred as now, and speedily built up a profitable spring and winter trade. The late George F. Lee, the owner, encouraged the lesser by enlarging the house and providing up-to-date appointments, which were appreciated, and other hotels were not slow in catering to the same class of patrons. Physicians and railroad officials heartily co-operated, with satisfactory results.

The advantages of this city as a place of retirement for society's devotees during the Lenten season are now widely appreciated, fashionables from New York, Philadelphia and more distant centers coming here



to find the restful changes and relief that come from the peculiar advantages and characteristics of this resort.

Here it is that the fair women and brave men who grace the social circle at home, drink deep of the ocean air and diverting surroundings for which this sea-lashed island is noted. Thus in a few weeks is a reserve fund of energy gained that enables them to resume with fresh delight the routine of life and care in the great metropolises.

During the forty days which usually include parts of March and April, the shore is a veritable paradise, everything being conducive to a sense of peace and tranquil enjoyment. The tedium of travel to distant southern resorts is avoided by a trip to Atlantic City and the benefits



RESIDENCE OF A. M. JORDAN.

of an ocean voyage secured without the risk and objections of being at sea.

As the great religious festival of Easter approaches, the arrivals become more numerous and the scenes, like those in the illustration, more frequent and striking. When the sun shines forth on that glad Sabbath morning, sackcloth and ashes are cast aside and Queen Fashion, arrayed in all the bewitching beauty of her gracious loveliness, is revealed to the crowd that promenades the Boardwalk.

Easter is the culmination of the spring season and the churches are usually largely attended, after which the procession along the Boardwalk

is at its height. Such an array of fascinating women in seasonably fashionable gowns and millinery are only seen in such bewildering profusion on Easter morning. For weeks afterwards the social world talks with the enthusiasm of youth about the brilliant and varied scenes witnessed along Atlantic City's famous Boardwalk.

The greatest Easter Sunday in the history of Atlantic City was on April 2, 1899. It was not an ideal one so far as the weather was concerned. The air was chilly and raw. The wind blew a gale at times and shortly after noon a snow squall passed over the city. But the weather conditions did not prevent the greater part of the estimated forty thousand visitors taking a stroll on the Boardwalk.



RESIDENCE OF C. J. ADAMS.

Between the hours of eleven A. M. and one P. M. the number of promenaders on the Boardwalk was the largest of the day. There were two steady streams of people, one going up the walk and the other down, that reached from rail to rail.

There was a marvelous display of Easter garments and headgear by both old and young. There was an abundance of smart frocks and perfect dreams of hats and bonnets. The women that came forth in their light spring tailor-made suits also had use for light furs and capes. Many bright and chipper Easter girls and many fashionably attired young men

scorned to wear over their natty suits a wrap or an overcoat. They preferred to carry them on their arms and make themselves believe it was a balmy day.

Between the hours of four and five o'clock in the afternoon the Boardwalk was for the second time filled with a double stream of strollers. Although nearly every roller chair was in use, there was very little interference to pedestrians. Since the order of the police, making the attendants wheel the chairs in single file, there is more comfort to promenaders than when the chairs were allowed to be wheeled two or three abreast.



RESIDENCE OF MRS. JACOBS

The trains that arrived in this city on Saturday came in sections, the same as they did the two days previous. The Camden train on the Pennsylvania that arrived Sunday morning about 10.30 came in three sections, two of ten cars and one of five, a total of twenty-five cars, of which five were parlor cars, eighteen coaches and two baggage. The bridge train that followed the Market street train into the depot brought thirteen cars in two sections, six parlor cars, six coaches and one baggage.

The 5.30 train from this city Sunday evening to Market street wharf was composed of twenty-four cars, in two sections of twelve cars each. As every seat was taken and railroad men estimate sixty persons to a car, more than fourteen hundred persons left on that train.

Both railroads report traffic ahead of all records for the week. The following figures of the last two years are of interest, showing a gratifying percentage of advance.

ROYAL READING

	1898	1899
Thursday	56 cars.	88 cars.
Friday	86 "	88 "
Saturday	95 "	108 "
Sunday	41 "	44 "
Total	272 cars.	328 cars.

WEST JERSEY AND SEASHORE

	1898	1899
Thursday	54 cars.	83 cars
Friday	93 "	87 "
Saturday	71 "	103 "
Sunday	35 "	60 "
Total	223 cars.	333 cars.

By this it appears that a total of 601 cars, or 39,660 people, were brought down by both roads, those four days, as against 495 cars, or 29,700 passengers for the same period of 1898.

THE RUSH AT THE HOTELS.

An idea of the Easter business may be gained by the record of Sunday dinners at leading hotels compared with that of a year ago.

	1898	1899
Grand Atlantic	694	752
Haddon Hall	560	530
Hotel Dennis		528
Islesworth	355	525
Garden	300	500
Rndolf	385	500
St. Charles	450	435
Hotel Brighton		475
Hotel Traymore	250	400
Hotel Berkeley		355
Hotel Windsor		325
Hotel Senate	225	270
Chalfonte		240
Hotel DeVille		241
Seaside House	240	250
Shelburne	220	250
Pennhurst	165	168

Verily is Easter at the seashore a time when wealth, fashion and culture form the three graces that sway the hearts of the multitude. The surroundings here seem especially designed for a proper celebration of the day. The sublime majesty of the deep teaches a silent lesson of the omnipotence of the creator and the dependence of frail humanity.

Atlantic City as an appropriate place in which to observe and magnify the day has been recognized for years and the hotels make it a point to cater particularly to the rush that comes just prior to the great festival. Easter week, as a rule, is devoted to private card parties and dances which are toned down to meet the requirements of the season.

In the hotel world especially at this season our city is invested with a halo of romance that appeals to the sentimental natures of young people who admire the moon and see loved faces in the foam as they gaze at the surf and dream of the day when their happiness will be consummated. "You'll remember me" is the favorite melody at this time as the jingling cadence of the music chimes harmoniously with the throbbing hearts of the city lovers. For it must be borne in mind that the Goddess of Love is the divinity that presides at the seashore and the matches that are made within sight of the sea while not as numerous as the sands on the beach, are of frequent occurrence.

The post Lenten season marks a disappearance of those who have added a touch of color to the resort during the preceding forty days, but many weeks do not elapse before the Boardwalk is once more crowded with strangers in search of health and pleasure.



RESIDENCE OF CAPT. SAMUEL SOMERS.

The Boardwalk and Ocean Piers.



THE easiness, charm, and variety of life seem to come to this boardwalk at Atlantic City to-day. The rush, fragrance, and noise of the board walk, the exhilaration of the bracing air, the gomes of the sea—the glittering sunlight, the spray, and tumult of the storm, all combine to give a peculiar fascination, and a sense of health and happiness to the sea air, clear air, and sun.

No other prominent feature of the city can compare with Atlantic City's Board Walk. It was established in 1870, and the first year of the place was only about 2,000. The boardwalk was very common, with a covering of soft sand, and there was no marsh and soft sand. The first boardwalk cost \$10,000, a considerable sum in those days. The original boardwalk was then public sentiment and strong public opinion, and it was a long time. It was at first only eight feet wide, and was made of the sand. It extended from the High Street to the Seaside House at Missouri Avenue, and was made of logs. The fashion in those days did not like the small log bridge, so it was built at Easterville as the first one.

Before winter came the walk was torn up in sections and carried to the ocean frontiles from where it could be used to the piers and piling to fit a new.

Larger and larger walks were built than the first one as the town increased and the need was felt, till in 1891, at an expense of \$250,000, a 24-foot wide walk was built from the pier to Chelsea to replace the old one which had worn out.

The rapid growth of the city made it necessary a larger, more substantial walk.



ture. It was built high and strong on wooden piling. It was like the old ones, all of wood. This investment proved a good one. All agreed that the attractiveness and popularity of the wider and stronger walk, with an unobstructed view oceanward, made it pay for itself in two years. At the end of five years parts of the structure, for the safety of the crowds upon it, needed rebuilding. It was then decided by the city fathers to build a steel or iron structure, costing more and to last for many years.

The piling and entire framework of this new promenade, from Rhode Island to Texas Avenue, are steel, floored with dressed heart pine from Georgia, laid on extra heavy joist. Galvanized iron railings extend along either side where needed as a safeguard. The piling are sunk ten feet or more in the sand by hydraulic process and are firm as the hills. Most of the way this new walk is forty feet wide and this proves quite too narrow for the crowds which throng it at Easter and in July and August.

Excepting the two piers, only open pavilions are built along the ocean side, where seats are provided for their patrons and the public by the owners of the stores and bath houses on the opposite side. From any point along its entire four miles one has an unobstructed view of the ocean—of the ships and steamers passing a safe distance from the shoals, out where the water meets the sky, and of sailboats which, like ducks, float leisurely with pleasure parties in the distance or troll for the bluefish in season.

The Boardwalk is brilliantly lighted at night the entire year by electric arc lamps, and during the summer months is incomparably the most fascinating boulevard in the world. Many brilliant journalistic pens have made it famous in history, and many tongues have told the story of its attractions.



BOARDWALK, SHOWING YOUNG'S PIER.

Between the Boardwalk and the ocean view is the magnificent stretch of surf bathing grounds, where from 10,000 to 20,000 men, women and children may be seen any day during the bathing season, disporting in the foaming breakers, creating a living picture which the most gifted artists have not equalled on canvas, which talented pens have failed to fully describe and which no other watering place on the planet can approach. It is unrivalled, unequalled, and like Pleiades, "the loveliest of her train." Atlantic City is the gem of all ocean resorts in this respect.

On the other side of the Boardwalk is a wonderful kaleidoscope of merry-go-rounds, an opera house, haunted forests, shell bazaars, bath houses, swimming pools, shooting galleries, bric-a-brac stores, mineral-water fountains, phonograph parlors, and a hundred charming, exhilarating, harmless entertainments into which the visitor enters with zest and upon which he spends his spare change with so much pleasure and benefit.

It is a typical American crowd, full of life, but never disorderly, full of the charming vivacity that seems to be an inheritance from the sea. Here may be seen a Senator or Cardinal, a millionaire, priest, merchant or professional man of eminence, happy among the more numerous members of the middle classes. Every civilized nation on earth is represented in the cosmopolitan procession.

Ocean Piers.

The first ocean pier to be projected in this city was the enterprise of the late Col. George Howard, of Washington, D. C., in 1881. This structure, which stood only for one season, celebrated its opening July 12, 1882. It extended 650 feet into the ocean, at the foot of Kentucky Avenue, on what is now

BOARDWALK, SHOWING STEEL PIER.



the Hotel Luray property. The science of sinking piling in heavy beach sand was then in its infancy. The expeditious hydraulic process had not then been used here and the methods effective in softer soils were not satisfactory along the beach. A September storm destroyed this pier, but did not discourage the builder.

Col. Howard proceeded at once with a stronger one, 850 feet long. At considerable expense screw threads were cut by hand on the sharpened ends of heavy log piling, with the expectation of screwing them deep enough into the solid sand of the beach. This method proved ineffective,



NET HAUL ON YOUNG'S PIER.

as power sufficient to twist the logs to splinters would not penetrate the sand. This crude thread failed of its purpose.

Steam power and the water process was then introduced and the financial possibilities of ocean piers tested for several seasons.

The outer pavilion of the Howard pier was damaged by the Robert Morgan, a large new vessel in ballast which was driven ashore high on the beach just above Kentucky Avenue on the night of January 9, 1884. This pier was never a great success financially and was removed by the

commissioners who condemned property for the building of the new Boardwalk in 1891. It was assessed at \$8,000.

J. R. Applegate, in 1883, was next to embark in the pier business. He bought one hundred feet of beach front at the foot of Tennessee Avenue for \$10,000, paying \$3,500 for one fifty-foot lot and \$6,500 for another next adjoining where his picture galleries were. It was a double decker, artistically finished, with an amusement pavilion at the outer end 625 feet from the walk.

This pier from the upper deck afforded a fine ocean view and was built to accommodate several thousand people.

This pier and real estate was sold in 1891 to Messrs. Young and McShea for \$56,000 and has been extensively enlarged and improved since, till it now extends 2,000 feet into the ocean and for years has been the great centre of attraction along the beach front.

A large net, hauled twice daily in summer at the outer end, brings up a large and varied assortment of the animal life of the sea, which is of infinite interest to visitors. From this net specimens of fish of all sizes are secured for the large tanks on the pier, where living specimens may at all times be seen.

In one large pavilion, 80 by 200 feet, hops, cakewalks, baby shows and entertainments are given and in another still larger auditorium meetings and conventions are provided for.

A small trolley system carries visitors from the entrance out to the net, and a continuous program of popular attractions during the season afford diversion to thousands.

As a resting place, where the ocean and bathing grounds may be viewed, the pier has become indispensable. Otherwise the congestion of travel on the Boardwalk might become decidedly unpleasant, where now the surroundings are of the most novel and enjoyable character.



The Old Iron Pier.

In 1887 a company was organized in this city to build an iron pier as a popular beach-front attraction at the ocean end of Massachusetts Avenue. Iron bridgework was used and a fine structure built, 1,000 feet into the surf at a cost of \$60,000. It was kept open several years, but was not a success financially and was sold at a forced sale, becoming finally the property of Messrs. Young & McShea, who purchased a square of land at the entrance.

A storm-tossed vessel wrecked a portion of the outer pavilion and a severe storm a few years later carried away several sections of the pier nearer the entrance. Damages were repaired and the old iron pier is still rented and used for business purposes.

The New Steel Pier.

In 1898 the Atlantic City Steel Pier Company was organized and incorporated and the handsome structure built 1,050 feet into the ocean, at the foot of Virginia Avenue. The capital stock of the company is \$400,000.

At the entrance from the Boardwalk a two story casino and music hall, glass inclosed and steam heated, seats 1,200 people and is a favorite supperparlor and waiting place for social gatherings or visiting organizations.

A large dancing pavilion or auditorium further along accommodates 3,500 people at one time, and a still larger one at the extreme outer end is being erected to accommodate 4,500.

As many as 18,000 people have been admitted to the steel pier on a single occasion during its first season. It is a substantial, safe and select resort for visitors, conducted to please the best class of people.

A dividend of seven per cent. was declared on the stock at the end of the first season.

George W. Jackson was one of the leading promoters and largest shareholder. The structure was built on lands that were his.

The officers and directors of the company are: President, Wm. Jay Turner, 620 Chestnut Street, Philadelphia; Vice President, Frank J. Patterson; Treasurer, George W. Jackson; Secretary and Superintendent, Thomas R. Dibble; Directors, the above and A. O. Dayton, Wm. T. Tiers, L. W. Passmore, D. F. Keenan, Fred Burk, Charles F. Grosholz, Robt. F. Hastings, E. E. Filbert, A. S. Elliott, Morris Pfaelzer and J. J. Sullivan.

Our Public Schools.



THE growth and development of the public school system form one of the many gratifying features of the history of Atlantic City. The six fine buildings, seventy odd teachers, four thousand pupils and up-to-date methods which now comprise our public schools, started from very humble conditions forty years ago.

So early as 1836 one Richard Risley, from the mainland, came to this island to instruct less than a dozen children of the Leeds families. Crude indeed and meager were the means and methods of instruction in the rudiments in those days by private tuition.

Risley was succeeded by one Mortimer Goodrich, who had his private school in the Ryan Adams house, which stood exactly in the intersection of Arctic and Delaware Avenues. Tradition says that John Weaver followed Goodrich and there were probably others during the long winters that intervened before the incorporation of the city and the advent of the railroad in 1854.

Anna Maria Gaskill taught a private school in the dining room of the Chalkley Leeds residence in 1856, and later in the same year Edward S. Reed, assisted by his wife, opened a school near Baltic and Rhode Island Avenues, in a house which still stands next to the First M. E. Church on Atlantic Avenue.

A Miss Thomas succeeded Mr. Reed, having her school in a basement room of the M. E. Church, which had just been erected. There were then some thirty or forty school children on the island.

The late Arthur Westcott, who for many years was City Assessor, taught a private school in a small building erected for that purpose by Richard Hackett on South Carolina Avenue above Arctic.

A Miss Slade had a school in Mt. Vernon Cottage, next to St. Nicholas R. C. Church, on Atlantic Avenue, and a Miss Price had a school for a time in the Chester County House at New York and Pacific Avenues.

The first public school was opened about 1858, in the old Ocean House, at Maryland and Arctic Avenues, where Beyer's Hotel now stands. It was first taught by Mr. Chas. G. Varney. The following year the School Trustees were able to provide the first public school house, a small frame

building, on an ample lot at Arctic and Pennsylvania Avenues. Mr. Varney was succeeded by Alexander L. Bellis, a graduate of the State Normal School, whose system of discipline proved an innovation. During his two years' stay Bellis was assisted by his sister, Miss Sarah, Miss Fannie Smith, Miss Debora Cordery and Miss Lena Scull.

About 1863, the little three-room school house became so crowded that the trustees awarded a contract to Richard Souders for building a two-story, four-room structure, as a more imposing front to the original building. There was difficulty in providing funds, and the contractor was unable to proceed. Mr. Robert T. Evard, at pecuniary sacrifice to himself, completed the job and provided much-needed school facilities. For many years afterward Mr. Evard served as school trustee. His sturdy sense, rugged honesty and firmness enabled him to select good teachers and tell when a school was well taught.

Mr. Bellis was succeeded as principal by Mr. J. A. Abrams. Then came Mr. Leonard and Mr. Robert L. Guerney.

In the fall of 1863, Mr. Silas R. Morse, of Livermore, Maine, who had been teaching successfully two or three years at Hampton and Winslow, accepted the position of principal and continued in charge of the schools for nine years. Mrs. Morse, then a blushing bride, came with him and for seven years was one of his most efficient assistants. Hundreds of our best known citizens have pleasant memories of old school days under Mr. and Mrs. Morse.

Other assistant teachers under Mr. Morse were Miss Elliott, Miss Nellie Hayes, Caroline Bigelow, of Livermore, Maine; Miss Elizabeth Allen, of Hoboken; Miss Ina Ross, of Burlington; Miss Anna Weatherby, Miss Mary Elliot, Miss Samaria Eldredge.

In the fall of 1872 Mr. Morse resigned and Mr. Charles G. Kingman was elected, who two years later was succeeded by John H. Batten, and he by A. R. Dickerson, who remained one year only.

In September, 1877, the schools opened with John F. Hall, another Maine man, as principal. He had taught several years in his native State and one year at Weymouth, in Atlantic County. The trustees at that time were Joseph A. Barstow, Robert T. Evard and Andrew W. Tompkins. Hall continued two years, resigning in 1879, having embarked in journalism. The assistant teachers during the two years of his administration were Misses Adah M. Seely, Eliza U. North, Mary Lara, Helen C. Seely, Sarah Hagan, Eva Madden, Nellie Thompson, Carrie E. Adams, Annie M. Adams, and Mrs. Johnson.

Osmond C. Evans, from Maine, succeeded Hall, and taught two years. He was succeeded in the fall of 1881 as principal by Clarence E. Morse.



also from Maine, who had been in charge of the school at Mays Landing several years and was assistant principal in the Indiana Avenue school in the previous year.

About this time a separate school for colored children was opened in rooms now occupied by the U. S. Fire Company. It continued successfully several years, till political influences prevailed against separate colored schools.

Prof. William A. Deremer took charge of the schools of this city in the fall of 1891, and continued in office as Supervising Principal until October, 1893, when the silent reaper "death" claimed him as his own. He was a self educated man from Cumberland, Md., and had taught very successfully at Vineland, N. J., several years. He was an indefatigable worker, with tact and originality that made him popular with his associates. He introduced manual training and a system of moral training which comes from having teachers and pupils investigate and relieve cases of want and suffering among the worthy poor of the city.

During his term of office four schoolrooms were added to each of the following buildings, viz.: New Jersey Avenue, Indiana Avenue and Texas Avenue. The teaching force was increased from thirty-five to forty-seven teachers. Manual training was added to the course and L. E. Ackerman, a graduate of the Pratt Institute, Brooklyn, was elected to be in charge of this department in the spring of 1893.

In October, 1893, Chas. B. Boyer, then principal of the High School, was elected to fill the vacancy caused by the death of Prof. Deremer. Henry P. Miller, a native of Sharpsburg, Maryland, was at the same time elected to the principalship of the High School.

Since 1893 the teaching force has been increased from forty-seven to sixty-seven regular grade teachers and five special teachers. The total enrollment June 30, 1894, was 2,311, while that of June 30, 1898, was 3,391, an increase of 1,080 schoolable children in four years' time.

The following table concisely gives the dates of the construction, the capacity and present value of the several school properties in Atlantic City:

Schools.	Rooms.	Built.	Value.
High School	10	1890	\$45,000
Pennsylvania Avenue	16	1887	40,000
Indiana Avenue	12	1879	30,000
New Jersey Avenue	12	1883	35,000
Texas Avenue	12	1883	25,000
Chelsea	6	1897	30,000
Total	68		\$205,000

In the fall of 1898, the manual training course was extended, in order that all pupils of the grammar grades should receive the benefits from such a course of training. At the present time there are five manual training rooms located as follows, one at New Jersey Avenue, one at Pennsylvania Avenue, one at Chelsea, and two at the High School Building.

A regular commercial course was introduced in the fall of 1898, and F. J. Klock, a graduate of the Rochester Business University, Rochester, N. Y., was elected to take charge of this department.

Vocal music, as a regular class study, was introduced into the schools in January, 1891. The department was placed in charge of Miss Josephine Fletcher, who continued as supervisor of the same until the spring of 1893. The present supervisor, Miss Rispah Potter, took charge of the department in the fall of 1893. The results obtained thus far have been very gratifying.

The present Board of Education consists of C. J. Adams, President; Carlton Godfrey, Vice-President; Aaron Hinkle, Secretary; S. R. Morse, Dr. A. D. Cuskaden, W. A. Bell, Paul Wootton, and Dr. W. M. Pollard, City Superintendent.

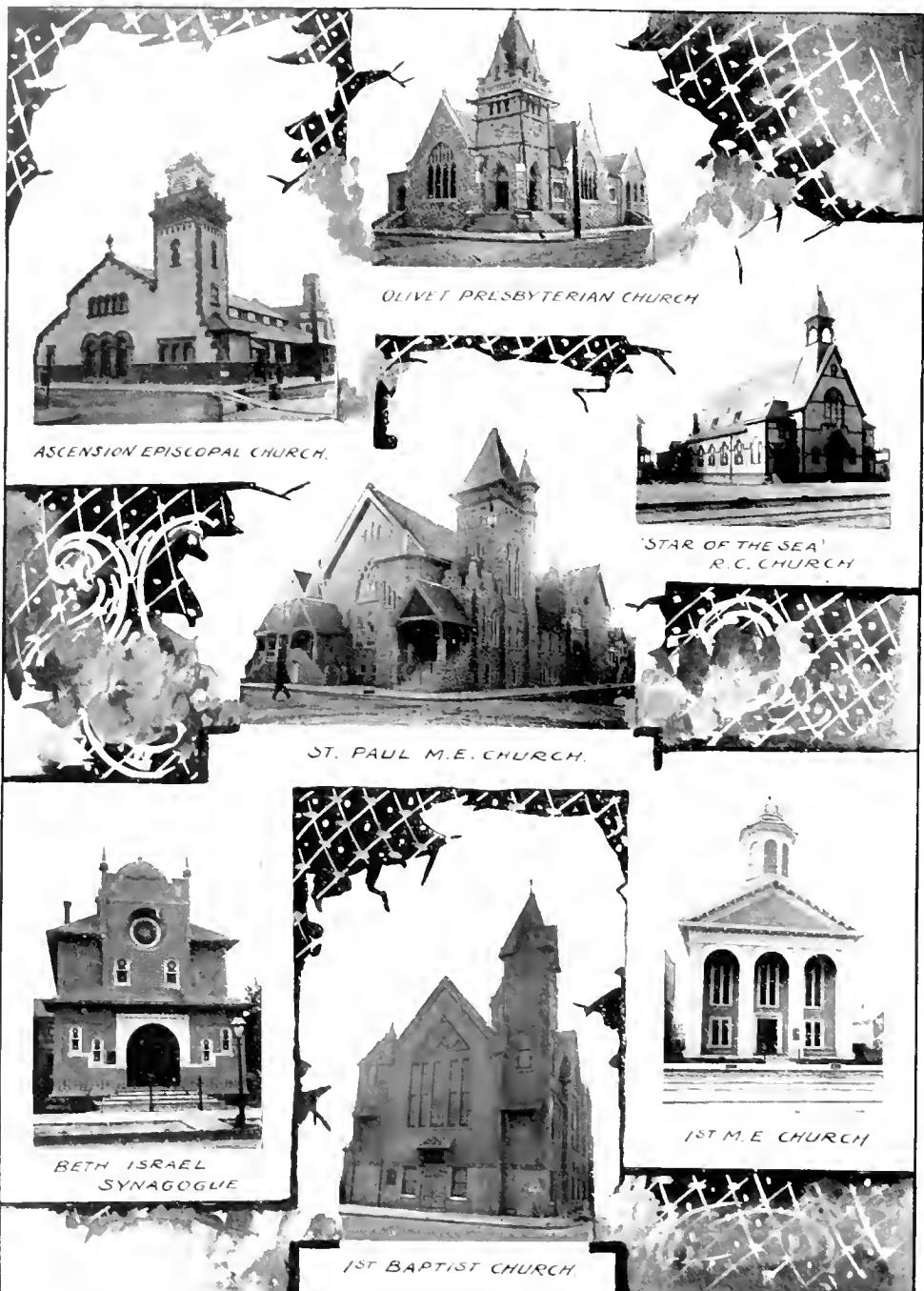
All expenditures are wisely made, and of the \$80,500.28 appropriated by City Council for educational purposes during the past year, \$67,267.12 was spent in behalf of the schools of this city. The best interests of the schools have at all times been considered and the Board has acted wisely and judiciously with all questions pertaining to the welfare of the boys and girls. The work in all departments is in the hands of faithful teachers.

While Atlantic City may boast of her magnificent Boardwalk, her modern hotels, salubrious climate and world renowned popularity, she may also feel proud of her public school system and the influences emanating from the same.

High School graduates who have entered higher institutions of learning have been successful in their various lines of work. The future of the schools of this city is bright.

The demands for the support of the schools have always been met with a willing response from the generous public.

With the expansion of our city and the constant increase in population, it will be necessary to provide in the near future more school buildings for the better accommodation of the children.



Some of the Leading Churches.



First M. E. Church.

THE First Methodist Episcopal Church in this city, on Atlantic above Connecticut Avenue, was built in 1857. The cornerstone was laid in July of that year. The lot, 60 x 150, was given to the church by Chalkley S. Leeds, who then owned many acres in that part of the island.

The first religious services were held in a house then standing in the "old field." Local exhorters conducted services at first, till an organization was effected. Rev. Edward H. Durrell is said to have preached the first regular sermon.

A Sunday School was organized in Cottage Retreat before rooms in the new church building were ready for use. During its construction William Conover was killed by the falling of the tower from the roof, one of the girders breaking.

Since first occupied the church has twice been enlarged and improved. It is free from debt and valued at \$12,500. There is a comfortable parsonage at No. 39 North Delaware Avenue, valued at \$4,500.

The membership of the church now numbers nearly three hundred persons, and the Sunday School nearly four hundred. The annual receipts and expenses exceed \$3,000.

The twenty ministers who have officiated at this church since Mr. Durrell preached his first sermon are the following:

1. W. B. CULLIS.	11. JAMES McDUGALL.
2. J. T. TUCKER.	12. W. S. ZANE.
3. R. J. ANDREWS.	13. W. T. ABBOTT.
4. MILLARD FOGG.	14. J. L. ROE.
5. W. S. BARNART.	15. PHILIP CLINE.
6. R. M. STRATTON.	16. J. H. BOSWELL.
7. A. M. NORTH.	17. J. B. DIKES.
8. A. J. GREGORY.	18. J. H. PAYRAN.
9. J. F. HELENMAN.	19. HENRY BELTING.
10. J. T. HUTCHINSON.	20. GEORGE S. MESEROLL.

The present official board comprises the following persons:

JOSEPH C. CLARK,	JOHN W. PARSONS,
JOHN J. MASON,	MRS. E. S. REED,
CLARENCE L. COLE,	ELLIOT REPP,
JOHN A. CLEMENT,	MRS. MARY WOOTTON,
MRS. MARY REPP,	THOMAS RILEY,
E. H. BOWEN,	THOMAS MATHIS,
HARRY PARSONS,	WM. G. LORE,
MRS. LEWIS EVANS,	MRS. W. G. LORE,
LEWIS BARRETT,	JOB G. MONROE,
LUTHER EDMUNDS,	S. P. DUBOIS,
ELWOOD JOHNSON,	ALBERT DOUGHERTY,
	URIAH RILEY.



First Presbyterian Church.

The first Presbyterian services ever held in this city were conducted in the house of the first Mayor, Chalkley S. Leeds, on January 21, 1855. Missionaries of the Presbytery conducted services for some years in private houses during the winter months and in hotel parlors during the summer. So early as 1855 the Camden and Atlantic Land Company very generously gave to trustees the present site of the First Presbyterian Church. It was swampy ground at that time, a small part of a tract that cost the land company \$17.50 per acre. It cost considerable to grade the property, but sand hills were not far away. At that time there was no building of any kind on Pennsylvania Avenue, except the Mansion House.

The corner stone of the first edifice was laid August 21, 1856, on which occasion addresses were made by Rev. John Chambers, D.D., John Leyburn, D.D., and Samuel Beach Jones, D.D. Rev. William J.L. Green, LL.D., of Princeton Seminary, also was present.

The first public services were held in the building July 26, 1857, with only temporary seats and unplastered walls. In the same month of July, 1857, the corner stone of the First M. E. Church was laid.

In 1858 the Presbyterian property was seized by the sheriff for outstanding debt and was extricated with considerable difficulty. Stock was issued in \$50 shares, bearing six per cent. interest, to run five years. All were finally redeemed. For years the church was only occupied in summer, and preachers were secured by giving them free entertainment at the United States Hotel for their services. The building was too large and cold for winter use.

The church was dedicated June 23, 1850, when Dr. Charles Wadsworth preached from Luke 7:5.

On December 20, 1870, a regular church organization was effected by the following seven charter members: Mr. and Mrs. Lemuel Eldridge, Henry, son of Rev. W. W. McNair, Mrs. Henry McNair, Miss Mary Scull, Mrs. Rachel Scull Turner and Mrs. Rebecca R. Townsend. Mrs. Turner is the only one of them living to-day.

Rev. Allen H. Brown, Rev. Dr. V. D. Reed and Rev. S. W. Pratt were the committee of the Presbytery on organization. Zealous missionaries in the early days of the church were Rev. Allen H. Brown and Rev. F. R. Brace, who are still among the living.

For years the church was dormant, till with increasing population it became self-sustaining.

Rev. W. W. McNair was the first stated supply. He continued about two years after the organization, when various ministers filled the pulpit irregularly.

Rev. A. G. Baker officiated about two years, till 1878, when Rev. H. Martin Kellogg became the stated supply till February, 1880.

The building was enlarged to its present size in 1876, at a cost of \$3,500. The chapel was erected in 1878 at a cost of \$2,400 and was dedicated January 14, 1879. It has since been twice enlarged and is an indispensable auxiliary of the church.

In March, 1880, Rev. Edward Bryan, a classmate of Mr. Kellogg, came and officiated acceptably till October, 1882. Various supplies and candidates filled the pulpit till the fall of 1883, when Rev. Dr. William Aikman was installed as the first regular pastor. He officiated ten years, till April 17, 1894. On November 21, 1894, Rev. F. J. Mundy, D.D., was elected pastor and served till March 31, 1896. He was never installed as pastor, but withdrew with seventy-four members April 27, 1896, and organized the Olivet Presbyterian Church of Atlantic City.

January 20, 1897, Rev. Frederick Jonte Stanley, D.D., was elected pastor. He began his labors February 1, 1897, and was installed pastor by the Presbytery April 26, 1897, becoming the second regular pastor in the twenty-nine years' history of the church.

The church property is clear of debt and is valued at \$30,000. It has an active membership of 253 persons. The scholars, teachers and officers of the Sunday School number 314.

The annual receipts and disbursements by the last report amounted to \$7,685.93, an increase of \$1,666.66 over the previous year.

In November, 1898, this church started two mission chapels under the personal direction of Rev. H. R. Rundall, one in Chelsea and one in the northern section of the city.

First Baptist Church.

The history of the First Baptist Church is a story of consecrated effort and abundant success. In February, 1880, a few earnest Baptists met one evening in the home of Mrs. Jane B. Shane, 225 Atlantic Avenue, and after a good deal of discussion concluded that they would at least make an effort to organize a Sunday School, and hold regular services on Sundays and a prayer meeting during the week. The thought of organizing as a church had not at that time been expressed.

The Sunday School was organized in the Pennsylvania Avenue School House, where it met for a few months. The school building not answering for preaching purposes, the hall at the corner of Atlantic and Chalfonte Avenues, known then as Mehler's Hall, was rented. Here, for a few weeks, gathered the faithful founders of the church. They were not alone in their meetings, for many visitors to our city found them out and met with them.

Thus encouraged, the subject of organizing a church was talked of. Some of the Philadelphia visitors advised it, and a meeting was called for the 20th day of June, 1880. At this meeting were present the following clergymen: Revs. R. F. Young, of Haddonfield, who was really the father of the church; L. P. Hornberger, George Cooper, C. C. Foote, W. B. Fojan, and J. G. Walker, of Philadelphia; T. L. Bailey, of Pottstown, Pa.; and A. H. Lang, of Camden. Rev. Mr. Young presided, and Rev. Mr. Walker acted as clerk.

At this meeting the church was organized with the following members: J. H. Leedom, Mrs. Harriet Leedom, Edward Ross, Mrs. Emma Ross, Mrs. Maggie A. Peterson, Miss Mary A. McClees, Mrs. Adeline S. Lee, Mrs. Maggie Shinnen, Dr. A. W. Baily, Mrs. Jane Black (Shane), Mrs. May A. Borhek, Mrs. Laura A. Bewley, Jacob L. Peterson, Rev. T. L. Baily, Mrs. Caroline A. Baily, Miss Susan L. Baily, Mary A. Simes, Mrs. Esther A. Moore and Mrs. Margaretha Camerer.

At this meeting Jacob H. Leedom was elected Deacon and Treasurer, and Dr. A. W. Baily, Clerk. During the summer of 1880 the church worshipped in the Presbyterian Chapel, returning to the hall in the fall. They were without a pastor, depending upon supplies from Sabbath to Sabbath, and also without a church home, but an active building committee at work.

In the summer of 1881 the Presbyterian Chapel was again secured. During the summer of 1881 Mrs. Isaac Ford presented to the church the lot on which the building now stands, and on the 8th of September ground was broken for the foundation. On the 20th of the same month the cornerstone was laid, and during the fall the work of erection was pushed



F. PRESBYTERIAN CHURCH



CHRIST M. CHURCH



NICHOLAS R. CHURCH



TRINITY M. CHURCH



CENTRAL M. CHURCH



ENGLISH LUTHERAN CHURCH



GERMAN EVANGELICAL CHURCH

along slowly, for the church went upon the plan of "paying as they went." One of the noted events in this history occurred October 31st of this same year. That day Rev. Sidney Dyer, of Woodbury, was elected the first pastor, and from that date to January 1, 1885, he served most faithfully. Under him the building was completed and paid for. In the June following his election the building had been pushed forward to the point when it could be occupied. It was little more than a barn, though, for there was no plaster on the walls and nothing but muslin in the windows. But if ever there was a happy congregation it was the one that worshipped for the first time in that incompletely built structure.

Dr. Dyer was compelled to resign on account of ill health. Under his pastorate the membership increased to fifty-five.

After three months the church called Rev. William E. Boyle to the pastorate, March 4, 1885. He remained pastor until the close of 1890. Under his care the membership was increased, but no special work was accomplished, except organizing the Young People's Society of Christian Endeavor, the first society formed in the city.

The present pastor, Rev. T. J. Cross, began supplying the church in 1891. He was then a student. In June of that year he became regular supply for four months, at the expiration of which time he was elected pastor. Under his care the church has had its most successful period. The congregations grew till the building became too small and it was enlarged. There is no debt upon the church, and at the present time it is united and harmonious, and has always been so.

Bethany Baptist Chapel, a flourishing mission, at present located on Atlantic near Florida Avenue, is the healthy child of this church.



St. Paul M. E. Church.

The St. Paul M. E. Church was organized from the small beginning known as the Union Sunday School in October, 1879, by Rev. E. C. Hill, presiding elder of the Bridgton district, who appointed John M. Hartley as pastor.

The following were members of the quarterly conference: J. H. Hartley, pastor; Thomas Sovereign, superintendent; Elwood M. Hadley, local preacher; Solomon Mason, exhorter; Obadiah Reed, James Ireland, John Brown, William Eldredge and John A. Jeffries.

The services were held in Union Chapel, corner of Baltic and Michigan Avenues. Mr. Hartley served as pastor until March, 1881, when Rev. Z. T. Dugan was appointed by the Bishop presiding over the New Jersey

Conference of that year. The Union Chapel soon became too small for the growing congregation under Mr. Dugan's pastorate, and it was decided to build a new church. Accordingly, a lot was purchased at Ohio and Arctic Avenues, and the church erected. The basement story only was completed under the pastorate of Mr. Dugan, who served the church faithfully for three years.

In the spring of 1884 Rev. George S. Mesaroll was appointed pastor. During the three years of Mr. Mesaroll's pastorate the audience room was completed and the membership increased largely.

In the spring of 1887 C. K. Fleming was appointed as pastor. He served the church faithfully and with great success for three years, when Rev. S. S. Weatherby was sent to succeed him. During his three years the parsonage adjoining the old church was built. To Mr. Weatherby is due the credit of suggesting and frequently urging a new church on Pacific Avenue.

Rev. J. Ward Gamble followed Mr. Weatherby and remained two years in the pastorate. He did much to create a sentiment and zeal in favor of a new church. At the close of his second year the Central Church of this city was organized, when about twenty of the St. Paul members left and joined that.

In the spring of 1895 Rev. George L. Dobbins was appointed. After nearly four years of united and hard toil of pastor and congregation they were able to occupy their new stone edifice, which represents an investment of \$45,000.

It is Gothic architecture. The frontage on Pacific Avenue is sixty-five feet and the Ohio Avenue portion one hundred and twenty feet. The building is of Holmesburg granite with trimmings of Indiana stone. The main entrances are on Pacific Avenue, two in number, and both are reached by a high flight of stone steps, over which a hood is placed, which adds to the appearance of the structure. It was designed by Architect J. Cather Newsome, and was dedicated Sunday, November 20, 1898.

The New Jersey Conference held its annual session in this handsome edifice in March, 1899. Rev. J. Morgan Reed succeeded Mr. Dobbins as pastor at this conference.



Episcopal Church of the Ascension.

A movement to establish all the year round religious ministrations gained headway among the Episcopalians of Atlantic City during the later Seventies and resulted in the purchase of a lot at 2015 Pacific Avenue.

The late Mrs. E. G. Taylor was chiefly instrumental in the erection of a frame chapel, which was formally opened by Bishop Scarborough, August 10, 1870. Rev. J. Rice Taylor, the first rector, began regular services in June, 1880, which have been maintained without intermission ever since. Under his direction, the parish was duly incorporated January 3, 1881, entering legally and canonically into possession of the church property.

Rev. Wm. H. Avery succeeded to the Rectorship in February, 1882, and continued in charge for some years.

In 1886, the vestry, seeking a more central and convenient location, bought ground at Pacific and Kentucky Avenues, and with the advice and consent of the canonical authorities removed the frame chapel thither, adding an annex for Sunday School purposes.

Rev. J. H. Townsend became rector December 1, 1891, and laid the corner stone of the present edifice April 27, 1893, which was completed by the liberal offerings of resident and transient worshippers and opened for use May 13, 1894.

This structure was designed by Mr. Lindley Johnson, is in the Spanish Renaissance style, and is a good example of a commodious, yet inexpensive hard material building, well adapted to the varying needs of this population and climate.



Olivet Presbyterian Church.

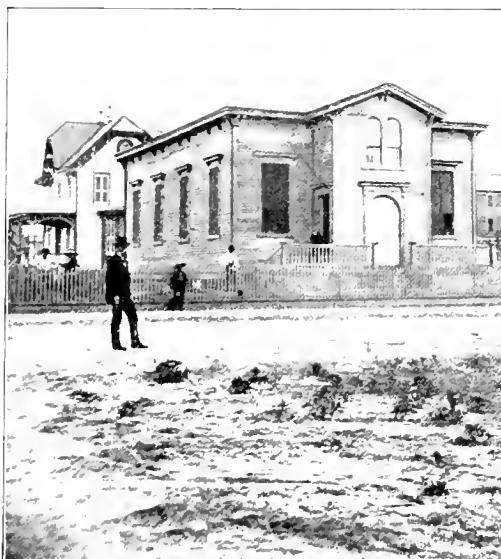
On April 27, 1890, seventy-four members of the First Presbyterian Church of Atlantic City withdrew from that church, and at their request the Presbytery of West Jersey organized the Olivet Presbyterian Church, of Atlantic City, and installed Rev. F. J. Mundy, D.D., pastor. At the same time three persons united with the church by letter from other churches. At that time they had neither a Bible or a Hymn-book, nor an abiding place. Soon thereafter Odd Fellows' Hall was engaged in which to hold services, and the lecture room of the German Presbyterian Church, in which to hold prayer meetings. In the summer of 1897 services were held in the Academy of Music on the Boardwalk.

On November 6, 1896, the lot at the southeast corner of Pacific and Tennessee Avenues was purchased and the following September members and friends assembled and broke ground for the foundation of a new church home. Contributions and assistance were liberally made for the handsome stone structure which, on Sunday March 27, and April 3, 1898, was duly dedicated.

Following are the names of the charter members of Olivet Presbyterian Church:

MARY H. PORTER,
HANNAH C. PORTER,
ELIZABETH H. PORTER,
SALLIE D. EARTHING,
LIZZIE BOSTLE,
S. MARIE JOHNSON,
SARAH A. JOHNSON,
LILA R. WOODRUFF,
JESSIE MAUDE BENDER,
MALVINA TOWNSEND,
JESSE L. TOWNSEND,
EVA V. ARMSTRONG,
HATTIE H. ARMSTRONG,
GEORGE P. EINWECHTER,
MRS. GEO. P. EINWECHTER,
GEO. EINWECHTER, JR.,
ARTHUR KNAUER,
JOS. L. KNAUER,
HELEN C. FAIRBAIRN,
JOSEPH R. WOODRUFF,
JULIA C. KEFFER,
MRS. C. B. WHITNEY,
C. B. WHITNEY,
MARTHA B. FAIRBAIRN,
JAMES C. FAIRBAIRN,
HENRY L. FAIRBAIRN,
NELLIE M. LIPPINCOTT,
C. K. LIPPINCOTT,
MARTHA LIPPINCOTT,
HELEN H. LONG,
MARY LOGAN REILLEY,
PHILIP G. SMALLWOOD,
LULU S. SMALLWOOD,
LILLIAN R. MILLER,
HARRIET A. DONNELLY,
ELIZA A. MESSICK,
IDA E. KNAUER,
JENNIE S. MALONEY,
NINA E. SHANER,
SALLIE J. FREEMAN,
JEMIMA MCINTYRE,
JAMES MCINTYRE,
SARAH N. WEIDEMER,
HENRIETTA EILER,
BENJIE E. BOWMAN,
VALERIA MARSH,
C. R. RAITH, D. D. S.,
CORA S. RAITH,
LOTTIE C. WOODRUFF,
MRS. F. J. MUNDY,
JOSEPH S. STINSON,
WILLIAM N. MILLER,
EMMA E. BOWMAN,
MARTHA M. MARSH,
ESTELLE M. LIPPINCOTT,
SALLIE J. RAITH,
E. A. REILLEY, M. D.,
MIRTIE R. NORRIS,
MARIAN MUNDY,
MRS. MARY A. WILLITS,

HOWARD A. STOUT.



FRIENDS MEETING HOUSE

German Presbyterian Church.

The German Presbyterian Church, at Pacific and Ocean Avenues, was built in 1884. The congregation then numbering forty or fifty, had been organized two years before. Rev. Arnold W. Fismer, now pastor of the Hopkins Street Church in Brooklyn, N. Y., was the first pastor. The lot, 60 by 120 feet, was purchased for \$4,000 and the church built for \$3,000 before he left in November, 1885. The corner stone was laid February 28, 1884. After him came Rev. P. H. Schnatz, who labored acceptably four years, till 1890, the membership steadily increasing. Rev. H. Hortsch was pastor for a short time after Mr. Schnatz was called to the Martha Memorial Church of New York City.

On the fourth Sunday of advent, 1891, Rev. A. K. Staiger came to be in charge of the little church, where he was installed as pastor June, 1892, and has served faithfully up to the present writing. During the pastorate of Mr. Schnatz, a portion of the lot was sold for \$500 and the mortgage reduced to \$1,500. This has been paid off since Mr. Staiger came, the church enlarged, a parsonage added at a cost for all of \$6,000. There is at present a debt of \$3,500 against the property which is worth \$15,000. The membership of the church has grown to 100 and the Sunday School to 110 pupils and 12 teachers. There is a very active Ladies Aid Society, under the leadership of Mrs. Matilda Stadler, and an excellent choir of young voices, under the direction of Robert Kirsch.

The present officers are: President of the Board of Elders, Ferd Stadler; Secretary, Emil Werner; August Steuler, Jacob Scherer, Charles Speidel and Henry Obergfell.



St. Nicholas Church.

In 1850 Rev. Father Michael Gallagher, O. S. A., built St. Nicholas R. C. Church on ground given by the late Col. Daniel Morris to the Order of St. Augustine. Religious services on this island at that time had but few scattering people to attend them. But the zeal of the few provided for the many and the little Gothic chapel of St. Nicholas of Tolentine was the offering to God of his poor people. A view of it appears on another page. It stood on Atlantic Avenue below Tennessee. The Rev. John Joseph Fedigan was the first settled pastor of St. Nicholas Church, coming here from Villanova College in August, 1880, to benefit his health and for the benefit of his people. Both were happily accomplished; till not less than fifty thousand dollars were invested in the large and convenient church and residence at Pacific and Tennessee Avenues. Father Fedigan endeared himself to his people and continued his labors here till July, 1898, when his brothers called him to preside over the province of St. Thomas, with residence at Bryn Mawr, Pa.

Great Advance in Real Estate



THE increase in the values of real estate in this city has been marvelous. Fifty feet lots fronting on Atlantic Avenue which sold thirty years ago for \$500 each are now sold and held for \$500, \$800 and more per front foot. This is on land which in the early Fifties was purchased by the Camden and Atlantic Land Company for \$17.50 per acre. Land along the beach which was considered almost valueless in 1878 is now valued at \$1,000 per foot fronting on the Boardwalk.

When John L. Young, in 1885, purchased the old Victoria rink, at the foot of South Carolina avenue, he paid \$6,000 for the rink property; \$4,500 for three lots adjoining and \$10,000 for several lots in front to low water. He sold one fifty-foot lot on South Carolina Avenue for \$12,000, which left \$8,500 as the net cost of all the rest. Seven years later this property, containing the rink and merry-go-round was sold to the Somers Casino Company for \$150,000 and in 1898 was bought back by Mr. Young and his associates for \$200,000. The lot is 150 feet front by 400 feet deep.

The old Chester County House property on New York Avenue was bought by Mr. Young for \$65,000 in 1891 or 1892. He sold off the hotel section to Westminster Avenue for \$33,000 and disposed of other lots at \$100 per front foot till he got all his money back, leaving him 90 feet of beach front clear, worth \$1,000 per front foot.

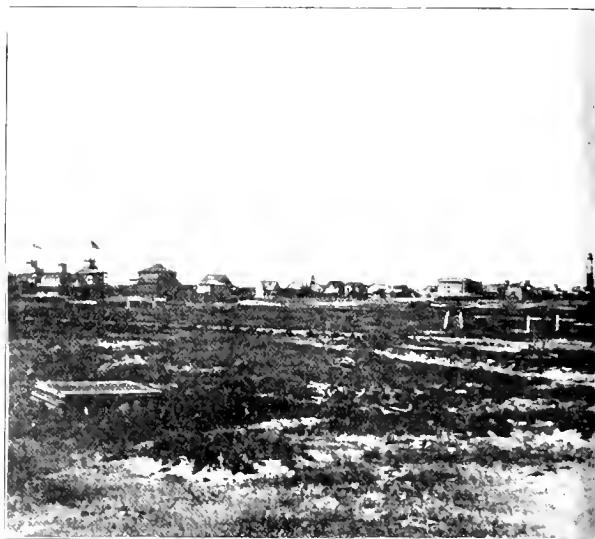
Another lucky purchase was in front of the Hotel Luray at the ocean end of Kentucky Avenue. This lot fronting 150 feet on the Boardwalk and extending back 200 feet, cost Mr. Young in 1893 \$75,000. John Hagan, three years before, had offered to sell it for \$6,000. After holding it three years Mr. Young sold it to Mr. White of the Luray for \$115,000, and it is worth \$175,000 any day.

Another fortunate speculation was at the foot of Maryland Avenue. This block, 175 feet front by 300 feet deep was purchased in 1892 by Mr. Young for \$25,000. He soon sold a part of it to James Bew for \$10,000; another lot was sold to the Rutter Bros. for \$16,000; a third lot to Hotel Islesworth for \$12,000, and a fourth lot for \$4,000; total, \$42,000, leaving the corner lot, 75 feet front by 300 deep, worth \$75,000, which Mr. Young still holds.

About 1864 Mr. Young, with four others, purchased at public sale a full square of land near the ocean end of Atlantic Avenue for \$650. Two years later the land was sold for \$21,000 and in October, 1868, it was sold again for \$63,000, which is much less than its selling price to-day.



CHALFONTE AND HADDON HALL, FROM THE BEACH IN 1874.



UNITED STATES HOTEL AND LIGHTHOUSE FROM THE BEACH ABOUT 1874



VIEW FROM LIGHTHOUSE 1870.

VIEWS OF LONG AGO.



VIEW FROM LIGHTHOUSE 1870.

George W. Jackson purchased property fronting on the Boardwalk for \$4,500. He paid John F. Starr \$20,000 for lands in front to the water's edge. About fifteen years later Mr. Jackson sold the whole to the Steel Pier Company for \$150,000.

The old Opera House lot on Atlantic Avenue near Tennessee, 50 by 175 feet deep, was purchased in 1880 by Barclay Lippincott for \$4,000. It was purchased to enlarge the City Hall site adjoining in 1897 for \$25,000. The Mensing lot, in the same square, 40 by 110 feet deep, was sold in 1867 for \$1,100. In March, 1874, the Kuehnle Hotel property was purchased of William Conover, 110 feet on Atlantic Avenue, for \$6,200.

The lot on which Hotel Shelburne now stands on the westerly side of Michigan Avenue, 150 feet deep and including everything from a point



MANSION HOUSE 1876.

450 feet from Pacific Avenue to highwater mark, was purchased by Elisha Roberts in 1874 of the Camden and Atlantic Land Company for \$1,500. The hotel has been moved nearer the ocean and many thousand dollars worth of cottage lots sold from the original tract. The Shelburne property is probably worth \$200,000.

The Chalfonte property, which was sold in 1868 for \$225,000, was purchased by George T. DaCosta in 1868 for \$6,500. It then bounded $279\frac{1}{2}$ feet on Pacific Avenue and extended 310 feet more or less to high tide line. It now begins some 1,500 or 2,000 feet from Pacific Avenue, thousands of dollars worth of cottage lots having been sold off during the past twenty years and the hotel moved nearly 2,000 feet nearer the ocean.

Da Costa paid only \$3,000 for this property in 1850, buying it of the land company. The purchase included the St. James Church property and the lot where Dr. Pennington's cottage now stands, all together now worth half a million dollars.

A few years ago Mr. Joseph H. Borton of Hotel Dennis refused \$300,000 for that property. It is probably valued at \$500,000 to-day. It has been known to clear over \$50,000 in one year. When Mr. Borton purchased the property April 11, 1867, he paid William and Susan B. Dennis \$12,500 for it. The Dennis cottage then stood near Pacific Avenue, and the ocean was not very far away.

The lot consisted of three 50-foot lots, making 150 feet on Pacific Avenue, and extending to "low-water mark." The first lot on the corner Dennis bought June 4, 1863, of Joseph C. Bye for \$800. The next lot of H. D. Gimmer cost \$150 in 1862, and the third of Charles W. Bacon December 1, 1862, cost Dennis \$364.

After holding this property four or five years Dennis sold for \$12,500, the three lots which cost him \$1,314, not including a 40-room boarding house which he had built and which is shown in an illustration.

The next 50-foot lot on Pacific Avenue or the ocean end of it, beginning 300 feet from Pacific Avenue, Mr. Borton purchased of the Charles N. Piersoll heirs December 11, 1886, for \$3,500. This lot from Pacific Avenue cost Piersoll \$850 in 1872.

Mr. Borton has sold cottage lots on Pacific Avenue for more than the amount of his original purchase. He has enlarged his hotel several times and moved it perhaps 1,000 feet nearer the ocean, on land which old ocean has so lavishly thrown up at his door during the past 30 years. Fortunate, indeed, were they who purchased land to low-water mark 30 years ago.

In 1886 Lewis A. Haines, of this city, bought sixty feet of beach front on the easterly side of Ocean Avenue for \$5,000. It extended back from the Boardwalk over 100 feet and the beach was constantly making

out and new boardwalks were moved out accordingly.

In October, 1897, after eleven years, Mr. Haines reserved a sixty-foot lot in the rear and sold to Victor Freisinger the remainder of the 330 feet on Ocean Avenue, which he then had, for \$72,000. The property has since been sold for \$90,000, or \$1,500 per front foot for hotel purposes.

Every square foot of space in the city has shared in this great advance in value, that along the beach front being especially remarkable.



DENNIS COTTAGE.

The Atlantic City Homœopathic Club.



ON the evening of May 17, 1897, in response to an invitation sent to all the homœopathic physicians of Atlantic County, there met at the office of Dr. M. D. Youngman, the following physicians: Drs. Bull, Bieling, Balliet, Baily, Crosby, Corson, Fleming, Redman and Sooy, of Atlantic City; and Gardiner, of Absecon; and after discussion, unanimously determined to band themselves into a club for the



JOHN R. FLEMING, M.D.
PRESIDENT OF THE ATLANTIC CITY HOMŒOPATHIC MEDICAL CLUB.

advancement of Homoeopathy and the mutual advantage of each member. A constitution was adopted, name selected, and the following officers elected to serve until the annual meeting in January: President, John R. Fleming; Secretary, John L. Redman; Treasurer, L. D. Balliet.

The club holds its meetings monthly, except during the months of



A. W. BAILY, M.D.

July and August, at the houses of the various members, at which meetings papers are read and discussed, cases are reported, and prevailing diseases and their treatment brought to the notice of the members.

Since the organization of the club Drs. Mary Miller, Lydia H. Cromwell and Alfred W. Westney have been elected to membership, and Drs.



M. L. MUNSON, M.D.



GEO. W. CROSBY M.D.



A. W. WESTNEY, M.D.



O. H. CROSBY M.D. (DECEASED.)



LYDIA H. CRUMWELL, M.D.



W.M. G. GARDINER.



L. DOW BALLIET, M. D.



W. A. CDRSON, M. D.



WALTER C. SOOY, M.D.



M. D. YOUNGMAN, M.D.

Redman, Bull and Bieling have lost their membership, having removed from the city. Dr. Gardiner has changed his location from Absecon to Atlantic City.

At the annual meeting of January, 1898, Dr. Fleming was re-elected President, and Dr. Balliet was re-elected Treasurer, Dr. Corson being elected Secretary. In 1899, at the annual meeting, all the old officers were re-elected, and Dr. Cromwell elected Assistant Secretary.

In April, 1897, just one month after the organization of the club, Drs. Baily, Bull, Fleming, Crosby, Munson and Youngman were appointed a committee to attend the meeting of the American Institute of Homoeopathy at Buffalo in June and invite that body to meet in Atlantic City in 1898. The committee did their work, secured a club room at the Genesee Hotel, which they decorated, and had the pleasure of seeing many of the Institute members in their room. But the Institute pleaded a previous engagement and went to Omaha. To the Omaha meeting the club sent another invitation, which was unanimously accepted, and in June, 1899, the club has the pleasure of entertaining the Institute in Atlantic City.

The club now numbers twelve members, and has at its monthly meetings an average attendance of ten. Of the members, Drs. Fleming, Baily, Balliet, Munson, Sooy, Corson, Gardiner and Westney are graduates of Hahnemann Medical College of Philadelphia; Drs. Crosby and Youngman of the New York Homoeopathic Medical College; Dr. Cromwell of Hahnemann Medical College of Chicago; and Dr. Miller of New York Medical College and Hospital for Women.



THE OLD SCHOOL HOUSE, 1862 TO 1887.

Three National Banks.



THIS city is well provided with financial institutions. It has three National banks, one safe deposit and trust company and half a dozen building and loan associations.

The First National Bank was organized March 18, 1881, after several months of persistent canvassing on the part of Robert D. Kent, who became the first cashier.

The first Board of Directors were: Joseph A. Barstow, John B. Champion, George F. Currie, Charles Evans, Richard H. Turner and Elisha Roberts. The officers were: Charles Evans, President, and Robert D. Kent, Cashier. The bank was first opened for business on May 23, 1881, occupying temporarily a room in the Currie Building, near the corner of South Carolina Avenue.

Later the bank moved into the Bartlett Bank Building, which was erected especially for the purpose.

No dividends were declared the first year but semi-annual three per cent. dividends were paid thereafter, till now the surplus is three times the invested capital of \$50,000, and semi-annual dividends of nine per cent. are paid.

The following are the present officers and directors: Charles Evans, President; Joseph H. Borton, Vice-President; George Allen, George W. Crosby, Dr. T. K. Reed, J. Haines Lippincott, John B. Champion, Elisha Roberts, Fred Hemsley, Francis P. Quigley, Cashier.

The Second National Bank was organized December 18, 1886, with a capital stock of \$100,000, and began business January 24, 1887, in its own brick and stone building at the corner of New York Avenue.

It has steadily prospered, paying dividends and accumulating a surplus of \$50,000.

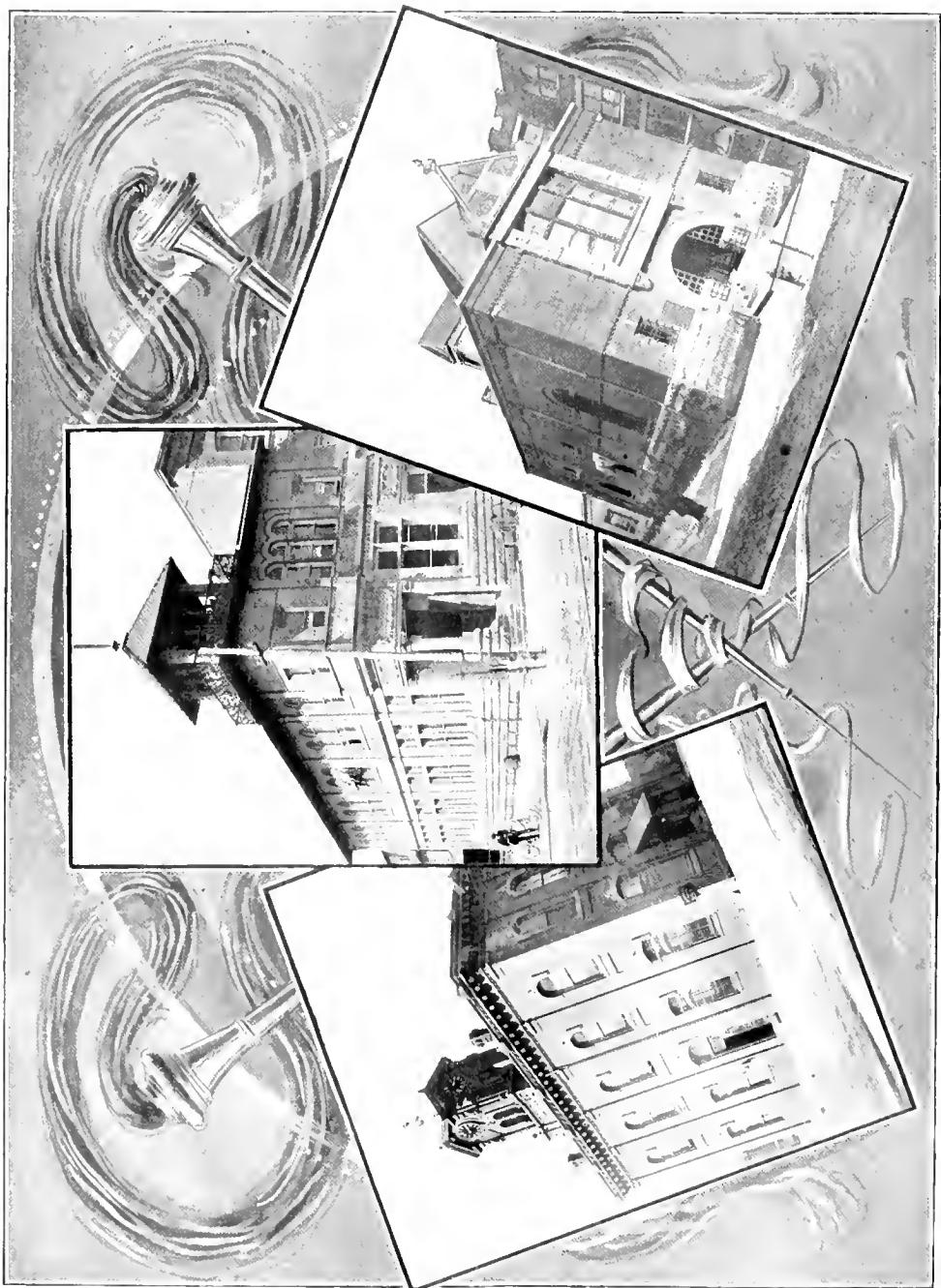
The officers and directors are: George F. Currie, President; Levi C. Albertson, Vice-President; Joseph Thompson, L. G. Adams, E. B. Scull, James H. Mason, Lewis Evans, Louis Knehnle, Samuel K. Marshall, Warren Somers, Absalom Cordery, and E. V. Corson and L. A. Down, Cashier.

In the same building and under the same direction is the Atlantic Safe Deposit and Trust Company with a capital of \$100,000.

SECOND NATIONAL BANK.

UNION NATIONAL BANK.

ATLANTIC CITY NATIONAL BANK.



Interest is paid on deposits and all the usual powers and privileges of such institutions are exercised by this one.

The officers are: George F. Currie, President; Louis Kuehnle, Vice President; Lorenzo A. Down, Secretary and Treasurer; and Joseph Thompson, Solicitor.

The Union National Bank was organized in August, 1890, and opened for business October 11th of the same year with a capital stock of \$100,000. It also occupies its own handsome brick building at the corner of Kentucky Avenue.

The Union Bank has progressed steadily, having acquired a surplus of \$40,000.

The officers and directors are: Hon. Allen B. Endicott, President; Smith Conover, Vice President; C. J. Adams, James D. Southwick, Alfred W. Baily, James Flaherty, Thomas J. Dickerson, Lewis P. Scott, Lucien O. Corson, George W. Jackson, Thompson Irvin, G. Jason Waters and James M. Aikman, Cashier.



NEW STORE AND FLATS OF GEORGE ALLEN.



GALEN HALL.

Cost of City Government.



A N ordinance to provide for the amount of tax to be levied in Atlantic City in the year 1898, to make appropriations and limit the expenditures of Atlantic City for the fiscal year beginning the first Monday in September, 1898, and ending the first Monday in September, 1899.

Section 1. Be it ordained by the City Council of Atlantic City, That for the fiscal year beginning the first Monday in September, 1898, and ending the first Monday in September, 1899, the following amounts are hereby appropriated and ordered raised for the respective purposes herein stated, and from any funds in the Treasury, to be used for the respective purposes:

County Tax	\$16,398.75	Memorial Expenses.....	\$ 100.00
State School Tax.....	36,461.28	Armory Rent.....	100.00
City School Tax.....	35,300.00	United States Fire Co.....	2,250.00
Special District School Tax...	9,405.00	Atlantic Fire Co.....	2,500.00
Sinking Fund.....	25,000.00	Neptune Hose Co.....	2,250.00
Water Department.....	105,940.00	Good Will Hook and Ladder Co.	2,250.00
Floating Debt.....	2,500.00	Beach Pirates Chemical Engine Co.	800.00
City Notes.....	25,000.00	Chelsea Fire Co.....	1,750.00
Interest on Bonds.....	10,575.97	Rescue Hook and Ladder Co... .	300.00
Interest on Notes.....	5,000.00	Deferred Bills.....	20,003.00
Lighting	28,000.00	Building Streets and Sidewalks	1000.00
Streets	17,900.00	Revising, Compiling and Print- ing Charter and Ordinances.	2,000.00
Police Department.....	29,500.00	Flower Beds.....	100.00
Fire Department.....	20,000.00	—
Detective Service.....	1,000.00	Total	\$494,435.00
Protection and Improvement of Property.....	11,200.00	Sec. 2. And be it further ordained,	
Printing and Stationery.....	2,500.00	That the moneys appropriated by the	
Salaries	18,650.00	first section of this ordinance shall be	
Legal Expenses	3,000.00	derived from the following sources:	
Poor Fund	1,000.00	Tax Duplicates, 1898.....	\$314,435.00
Sanitary	11,000.00	Licenses	93,000.00
Board of Health.....	3,000.00	Fines and Costs.....	1,400.00
Atlantic City Hospital.....	4,000.00	Building Permits.....	800.00
Election Expenses.....	1,000.00	Sale of Street dirt	1,200.00
		Registration of Dogs.....	500.00
		Sundry Services.....	1,543.59
		Cash on hand to credit of	
		Water Department, Septem- ber 5th, 1898.....	41,843.71
		Unpaid Water Bills, series of	
		August 1st, 1898.....	9,320.00

Receipts of Water Department, series of February 1st, 1899	\$7,000.00
Sundry account, Water Department	1,000.00
Street Service Account, Water Department	3,500.00
Cash on hand to credit of General Fund, September 5th, 1898	48,892.70
	—————
	\$494,435.00

Sec. 3. And be it ordained, That this ordinance shall take effect immediately.

Passed at a regular meeting of City Council, September 12th, 1898.

JAMES D. SOUTHWICK,
President.

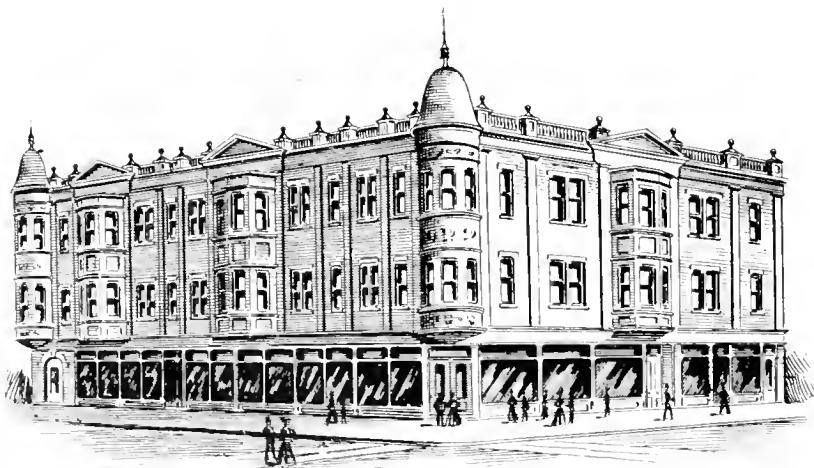
Attest:

E. D. TRELAN,

City Clerk.

Approved September 16, 1898.

JOSEPH THOMPSON,
Mayor of Atlantic City.



BACHARACH BUILDING.

Beautiful Longport.



LS a Family Resort, since 1868 incorporated as a New Jersey borough, comprising one or two square miles of the southerly end of the island on whose northerly end Atlantic City is conspicuous. It is nearly ten miles between the extreme points or thirty minutes by trolley cars which nearly span the entire distance.

Longport is a lovely family resort with two large boarding houses, the Aberdeen and Devonshire; a dozen or twenty beautiful cottages; a large club house; a Government life saving station and some other buildings.

Old ocean pounds ceaselessly upon a charming expanse of shallow beach along the easterly border, while close up to the sandhills or high ground on the westerly side come the waters of the long port or large expanse of sheltered bays and navigable thoroughfares.

From the railroad terminus or pavilion sail and steamboats ply to Ocean City and Somers Point, on the mainland, several miles distant.

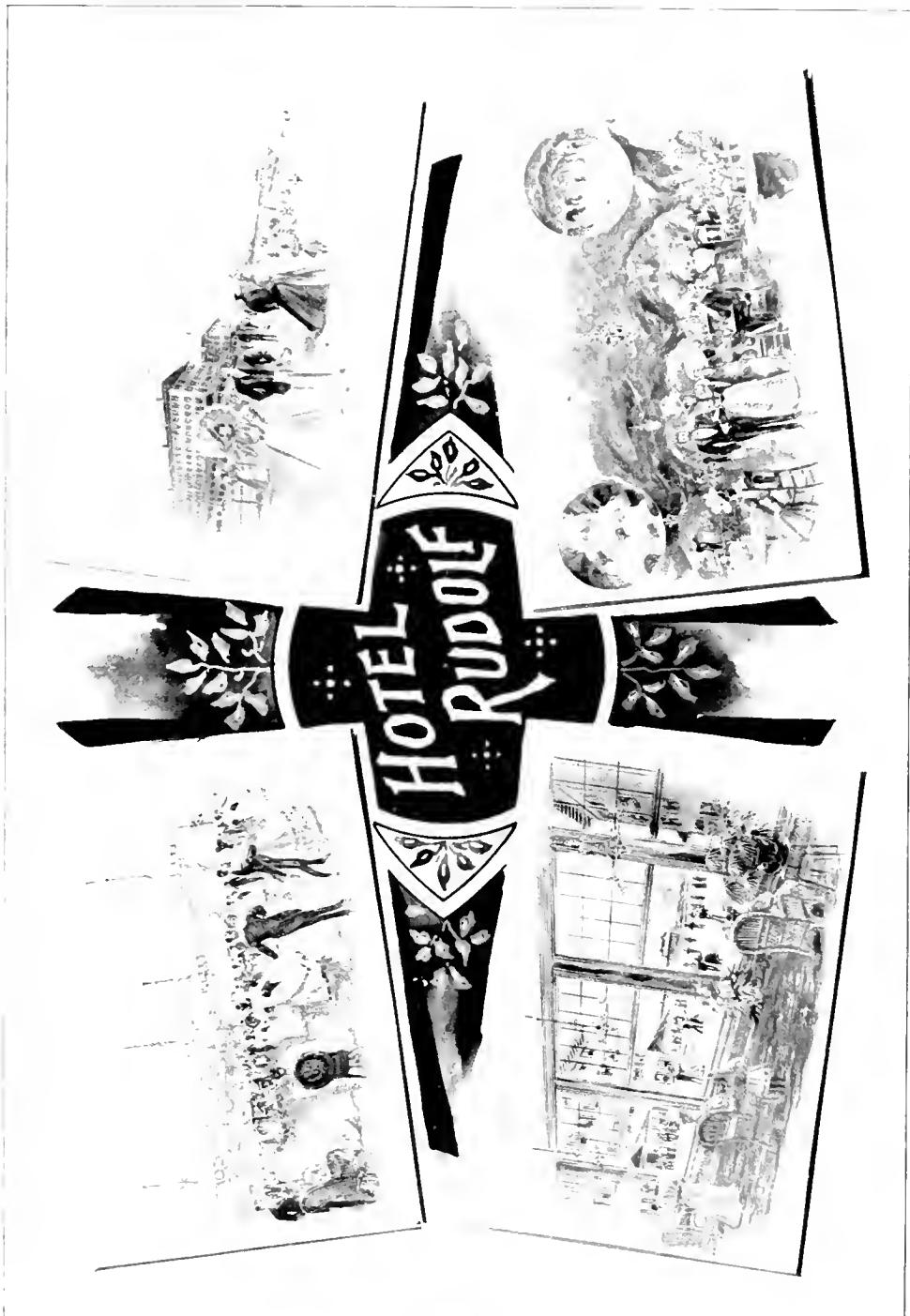
Not till August 31, 1894, did the first railroad train enter Longport where now convenient trolley cars make frequent trips.

M. Simpson McCullough the first and present Mayor, in 1882, purchased of James Long the large tract of land on which Longport is built. The first cottages were built the following year by congenial spirits who appreciated the ideal surroundings and knew that developments must speedily follow the plans and enterprise of Mr. McCullough to make Longport a very desirable, reasonably restricted family resort.

Building lots have met with a ready sale to a very desirable class of purchasers and the character of the improvements are of the most attractive kind. Mr. A. H. Philips, the well known real estate agent, is one of the most progressive pioneers of this young borough.

Longport is well lighted and has an ample supply of pure artesian water.

Every summer season the capacity of the place is tested to the utmost for several weeks at a time. The building of the substantial stone drive or speedway direct from Atlantic City, which is now in progress, will make Longport a favorite point for driving and cycling. This new road will be brilliantly lighted at night and be one of the most novel and charming drives in the country, close along the ocean's edge and in the near din of its roar.



Golf at the Country Club.



THE Country Club, composed of prominent citizens has provided handsomely for the lovers of golf, who visit this resort.

On a beautiful rise of ground on the mainland six miles away a model club house has been built and eighteen-link grounds laid out that are much enjoyed by golfers.

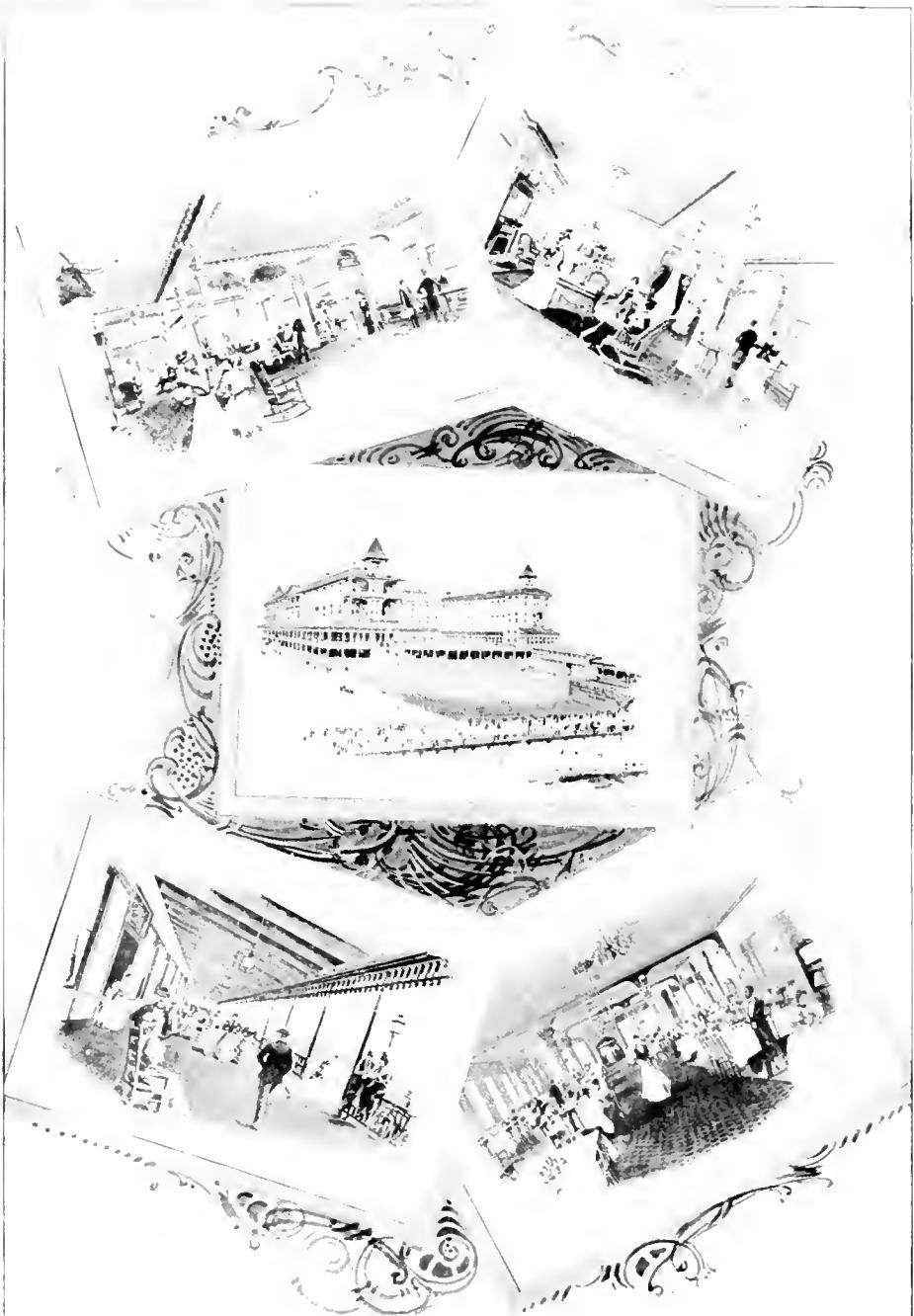
All conveniences are provided and the soil is of such a character that wet seasons hardly interfere with this health-giving game. The grounds are easily accessible by rail, bicycle or carriage over good roads and are greatly appreciated.

From the perfectly appointed club house, a fine example of colonial architecture, one may look over miles of cultivated fields that slope to vast and picturesque areas of bay and meadow land, and beyond all ocean-ward, Atlantic City, Ventnor, South Atlantic and Longport, with the prominent buildings rising and vibrating as in a mirage along the horizon line.

Golf (in its older forms golf, goutif, gowiff, the latter of which gives the genuine old pronunciation), is an amusement formerly so peculiar to Scotland, that it was well and truly termed the national game of that country.

Not many years ago, however, the game was taken up in England, where it at once became immensely popular; finally it was brought over to America, and to-day throughout this country, and in England as well, it is the most popular, as well as one of the most healthful of all open air games, and the fact that it brings all the muscles of the human body into healthy action commends it to all and makes it a really desirable game, though there are those who look upon it unjustly as a senseless pastime.



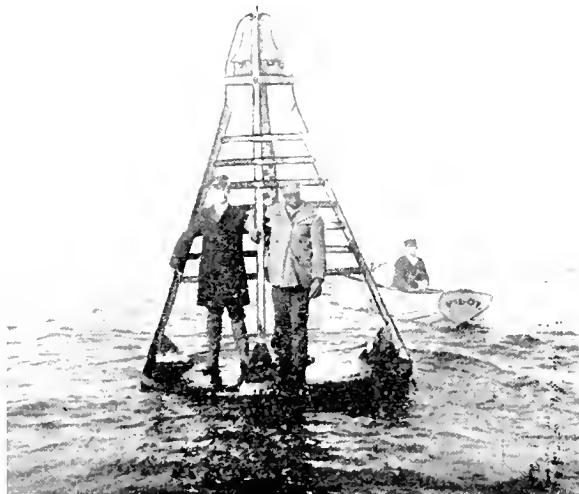


THE SEASIDE HOUSE.

Neighboring Brigantine.

BRIGANTINE BEACH has been known since the earliest times chiefly in giving a name to the famous Brigantine shoals or shallows on the coast where many a vessel has struck bottom and become a total wreck.

In these later days this shoal beach has become famed for its excellent surf bathing, its fishing grounds and as a rendezvous for sportsmen and others who here find the retirement, solitude, relaxation and that peace which passeth all understanding.



BELL BUOY.

The resident population of Brigantine enables this coast village to be incorporated as one of New Jersey's smallest cities, containing two wards, a Mayor and City Council. Three hotels and fifteen or twenty cottage homes for city sojourners, several miles of graded streets, frequent trolley cars, connecting with steamboats across the bay, have during the past few years converted bleak and lonely sandhills into a very promising young sister

of the Queen of ocean resorts, Atlantic City. Brigantine possesses advantages which are regarded as blessings to those in quest of a quiet, luxuriant retreat, far from the madding crowd. It has all the advantages of a great city and inland town together with the features that make Atlantic City famous without any of the disadvantages of these places.

There is a restful, slumbrous air brooding over Brigantine that creates insensibly a feeling of subdued pleasure that makes life one long holiday while the view of the ocean and the consciousness that each respiration of health-invigorating ozone, contributes to the general feeling of elasticity.

Brigantine is exclusive unto itself. Its limits have been carefully maintained and those who look upon it as a paradise in which to escape the annoyances of the heated, bustling cities are numbered among the prominent of the nation.

Hon. M. S. Quay, who is credited with being a jndge of what is pleasing, visits Brigantine frequently and there finds solace for the harassing cares of state by catching drumfish, and Congressman Harmer, of Philadelphia, also has a lovely cottage there.

Artesian wells furnish water as pure as the air in which Old Glory floats above the highest building, while electric lights of many horse power make night as brilliant as the brightest day.

Graveled streets that invite driving and cycling have been built through and across the island.

Brigantine has recently awakened from long time conservatism and inspired by well-directed enterprise is taking on new life and is making commendable progress.

Its nearness to Atlantic City, its moderate cost of living, its elegant hotel accommodations make its natural features especially delightful to thousands of people.



OLD RYAN ADAMS HOUSE.

On Bay and Ocean.

AT no point along the New Jersey coast can so many yachts and sailing craft be found as here. While the shifting sands and bars at the Inlet channel make this harbor inaccessible to large vessels, many private pleasure yachts come here during the summer and the Inlet wharves present a scene of unusual animation at all times.

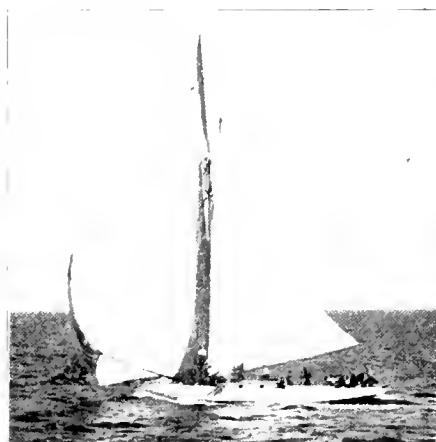
Since 1883 a Yachtmen's Association has maintained an organization and a large active membership. Stringent rules are enforced to maintain suitable wharves and permit only experienced, capable seamen to engage in the business.

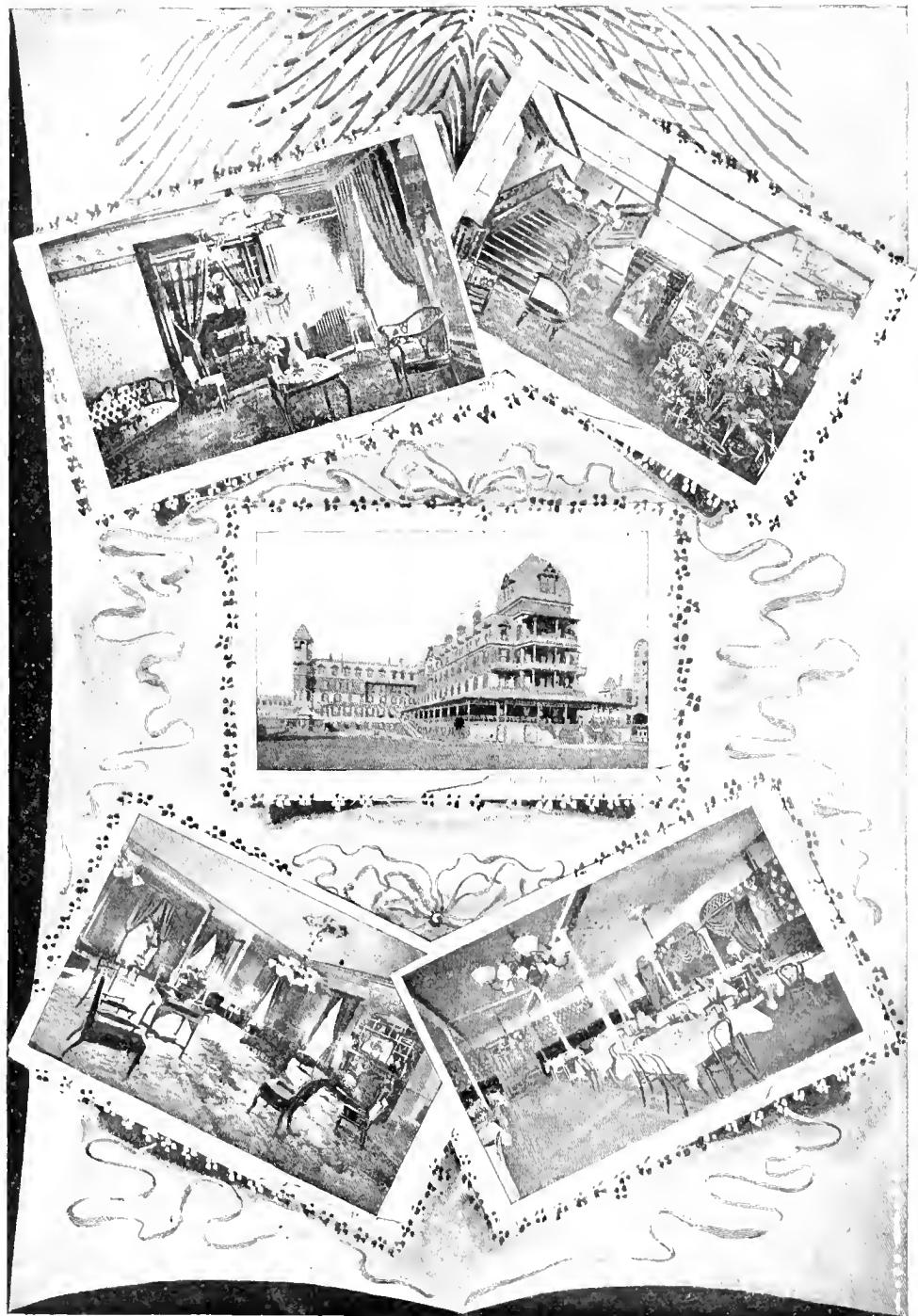
A fleet of one hundred or more pleasure yachts, some of them large and handsomely furnished, handle thousands of people daily in summer time at very reasonable rates.

As many more smaller craft are owned by cottagers and citizens.

Fishing in the bays or on the ocean is one of the exhilarating pastimes of visitors.

Cabin yachts are available during winter months in which those who wish may spend a week or more at a time, guming about the bays.





HOTEL TRAYMORE.

Atlantic City Officials.

1899-1900

Mayor—JOSEPH THOMPSON.
Recorder—JOHN S. WESTCOTT.
Alderman—JAMES D. SOUTHWICK.
Treasurer—JOHN A. JEFFRIES.
City Clerk—EMERY D. IRELAN.
Tax Collector—WILLIAM LOWRY, Jr.
Solicitor—CARLTON GODFREY.
City Comptroller—A. M. HESTON.
Chief of Police—HARRY C. ELDRIDGE.
Overseer of Poor—DANIEL L. ALBERTSON.
Mercantile Appraiser—J. W. PARSONS.
Supervisor of Streets—S. B. ROSE.
Building Inspector—S. L. WESTCOAT.
Electrician—C. WESLEY BRUBAKER.
City Marshal—CORNELIUS S. FORT.
Assessors—STEWART H. SHENN, SERAPIE E. LILLIG, AND
ANDREW J. WITHROW.



MEMBERS OF COUNCIL.

President	JAMES D. SOUTHWICK.
BARTON, SAMUEL,	IRELAND, WM. A.,
BARRETT, DAVID R.,	KELLEY, SAMUEL H.,
BEYER, ALBERT,	KNAUER, DANIEL,
CLEMENT, JOSEPH C.,	LEE, EDWARD S.,
DOUGHTY, S. L.,	LEEDS, HENRY W.,
FLEMING, JOHN R.,	LINGERMAN, JOS. E.,
GARNICH, HUGO,	LONG, GEORGE H.,
HANN, ENOS F.,	PARKER, EDWIN A.

The assets of the city government amount to a total of.... \$1,674,144

Including:

Water Plant	\$887,000
City Hall Property	75,000
Steel Boardwalk	157,155
Sinking Fund	71,777
Tax Duplicate of 1868	314,435
Personal and Other Property	168,777

The total liabilities of the city aggregate..... \$1,207,831

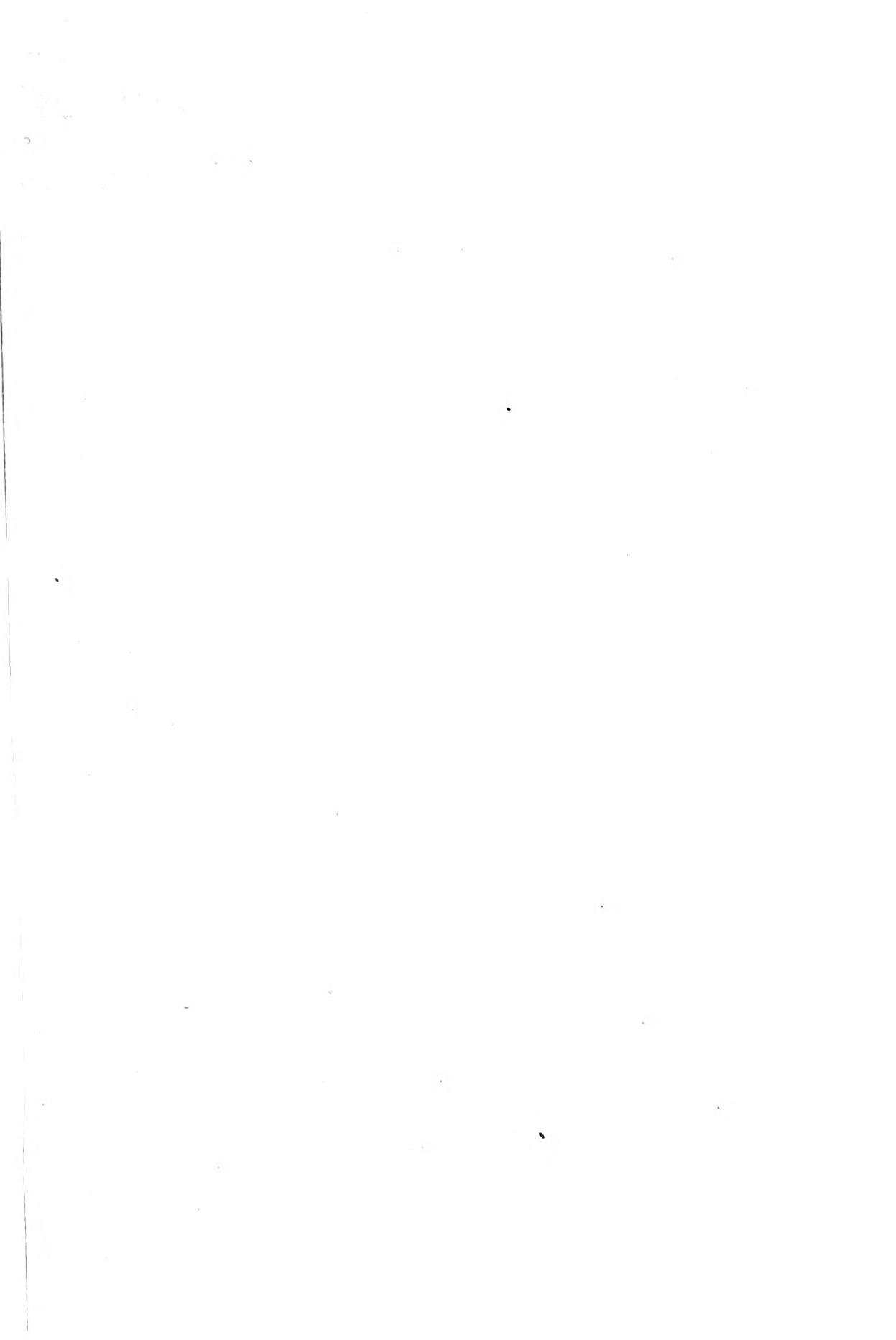
Consisting of:

City Bonds	\$9,831
Improvement Bonds	187,000
Paving Bonds	100,000
City Hall Bonds	24,000
Water Bonds	887,000

The story of Atlantic City's wonderful growth and prosperity is told in the following figures:

	Voters	Population	Assessed Valuation
1854 (First Election)	18	100	
1857	77	400	
1860	110	687	
1865	120	746	
1870	173	1,043	
1875	458	2,000	880,025
1880	902	5,477	1,707,760
1885	1,676	7,942	2,602,312
1890	2,840	13,037	4,415,866
1895	3,600	18,320	12,172,646
1900 (Estimated)	5,680	25,000	15,000,000





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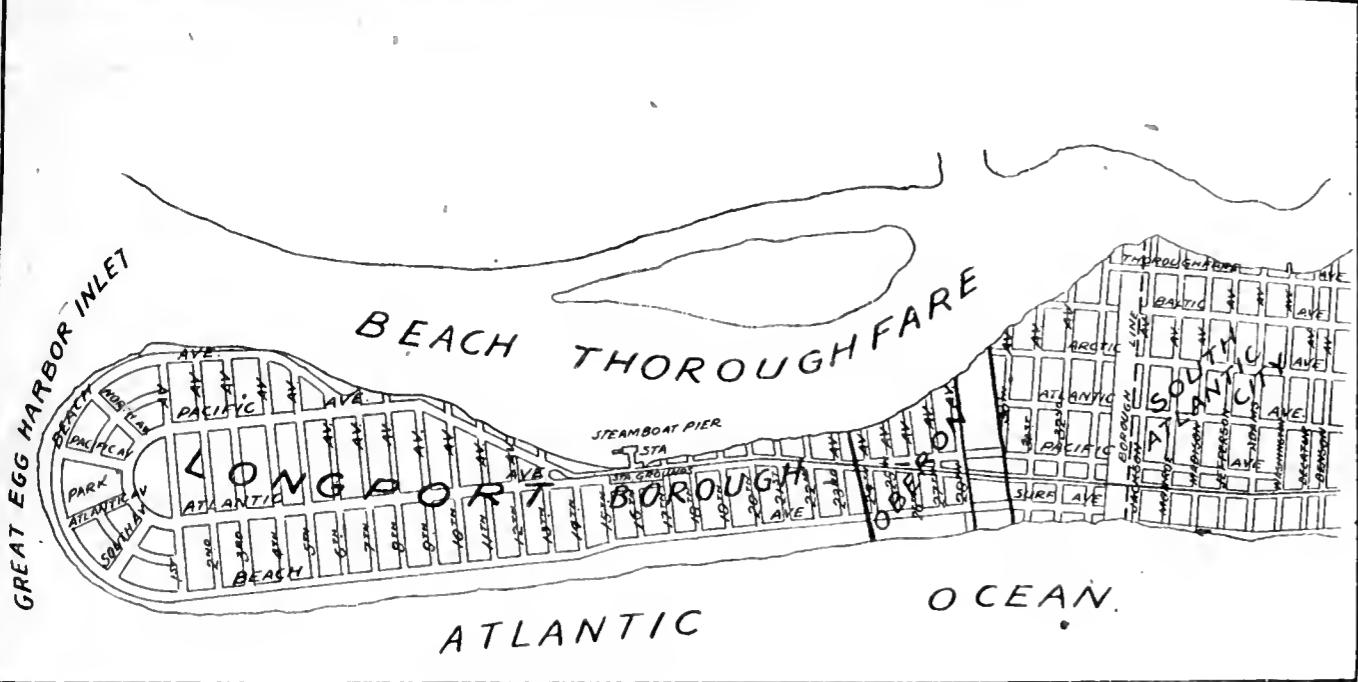
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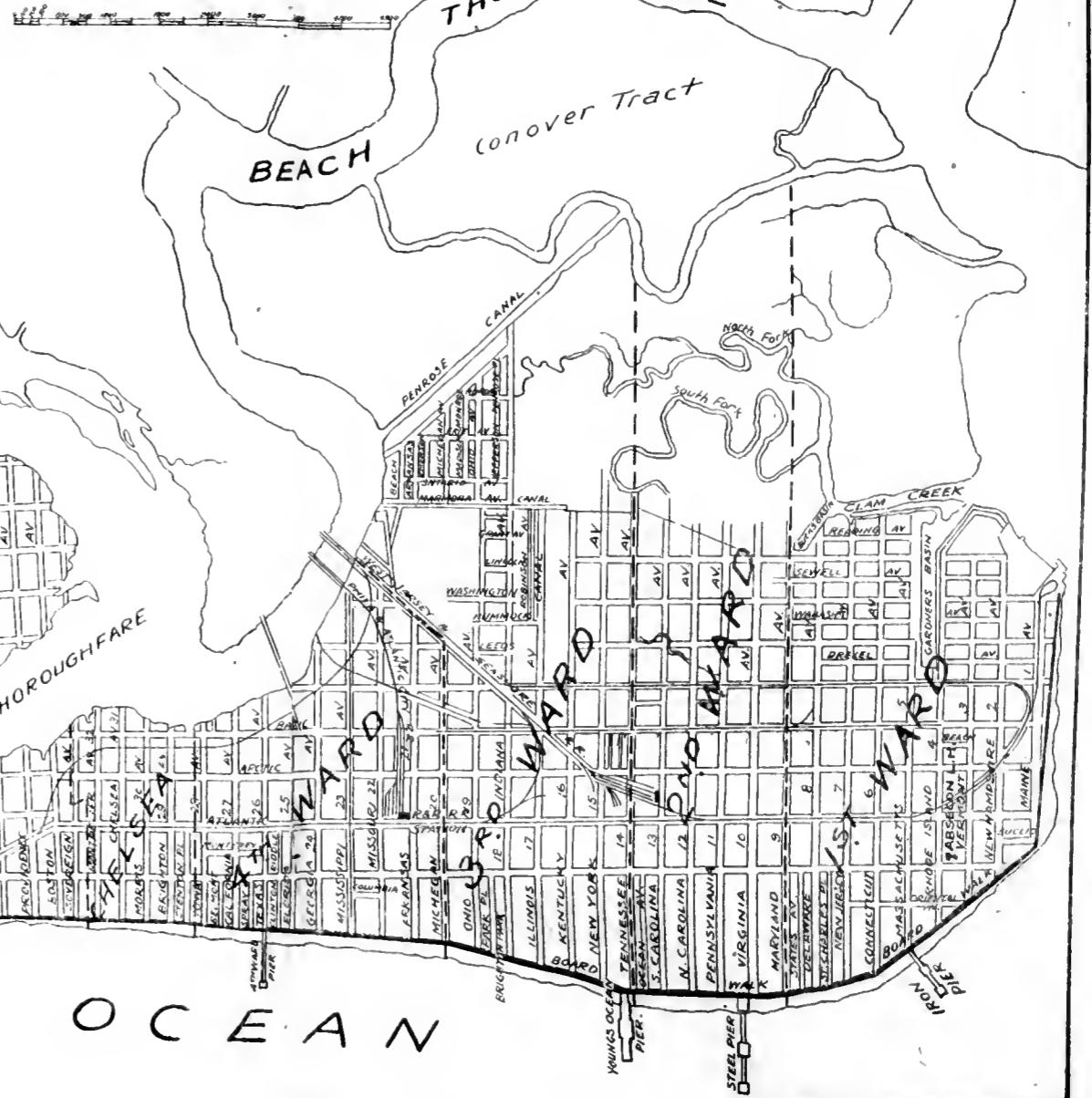


**MAP OF
ATLANTIC CITY
SHOWING 10 MILE BEACH FROM
INLET to LONGPORT.**

PREPARED ESPECIALLY FOR
THE DAILY UNION HISTORY
•1899•

1833

Scale of Feet





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